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NOVEMBER 20[illegible]

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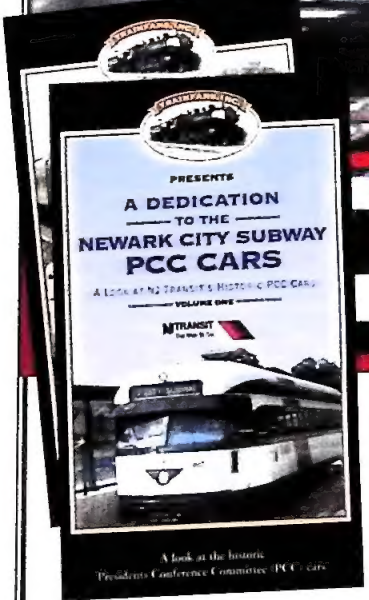

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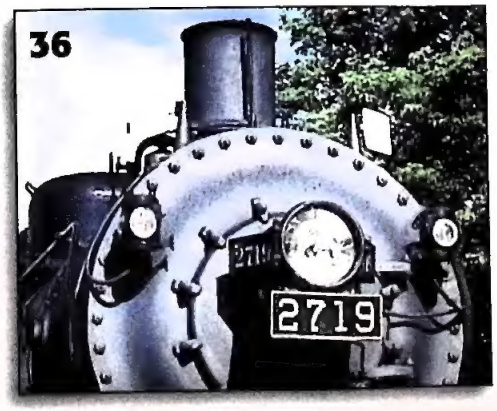

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on the cover

Over five years after Union Pacific swallowed Southern Pacific and Rio Grande, it's still possible to find solid sets of Rio Grande diesels working on home rails. On March 8, 2001, Rio Grande SD40T-2 5342 led the MRODV east at Woodside, Utah. Frank Keller documents the remaining members of the Rio Grande diesel fleet starting on **page 30.** Photograph by Frank Keller.

Publisher's Desk

Lightweight Obs Cars

IN 1936, PULLMAN BUILT the lightweight sleeper *Forward,* the first car built with steel alloy and truss frame construction. *Forward* was built to Plan 4057 and featured eight sections, two double bedrooms and two compartments. Sections, with their upper and lower berths, were gradually replaced with roomettes with their greater privacy and toilet facilities. The sections remained popular in the west and in Canada. *Forward* weighed about 60% less than a standard heavyweight car. Previously, some articulated trains had been built using lightweight materials. *Forward* was built as a demonstration car, and in 1937 was assigned to the then-heavyweight *Super Chief,* becoming the property of the Santa Fe in 1948. In 1963, *Forward* was taken out of out of sleeping car service and renumbered 3473 for dormitory service.

Old-time railfans were soon arguing the merits of lightweight streamlined cars rolling on four-wheel trucks vs. heavyweight equipment on six-wheel trucks. The lightweight cars fit into the concept of the modern streamline era with its airplanes, autos, toasters, radios and even cigarette lighters. Being lighter, the cars were kinder to the roadbed and they were popular with the train riding public. Companion lightweight equipment soon followed: baggage and mail cars, coaches, parlor cars, lounge cars and observation cars. Pullman-Standard offered their cars in fluted or smooth sided. Budd became famous for its all-fluted cars. Among other builders were American Car & Foundry and St. Louis Car.

Some roads found it more economical to modernize older heavyweight equipment, making it look like lightweight cars. The Baltimore & Ohio upgraded many cars. The New York Central took a number of arch roof commuter cars and turned them into the dazzling *Pacemaker* all-coach train. The Erie rebuilt coaches and dining cars into more modern cars, although it had lightweight 10-6 sleepers for Pullman service, sometimes borrowing one from the Santa Fe. Many roads, Erie included, dropped observation cars from their rosters, probably as an economy move. Turning such cars at the end of a run was expensive and other types of cars could offer the same revenue-producing services. Standing in the end Lackawanna sleeper on an eastbound Nickel Plate limited watching the scenery go by wasn't quite the same as sitting in a plush seat in the observation car of the *Broadway Limited* with libation in hand.

Some roads developed highly distinctive observation cars, notably the Milwaukee Road which early on created its beaver tail cars for *Hiawatha* service. These later gave way to the Skytop designs, some of which eventually went to Canadian National. The Union Pacific maintained a fleet of square-ended dome observation cars, offering a bar and lounge, card room and a dome. These cars had an end diaphragm permitting mid-train operation.

Some roads had a variety of observation cars. New York Central operated four fluted tavern-lounge observation cars on its *Pacemaker* all coach train operating between Chicago and New York. The opulent *Twentieth Century Limited* operated two smooth sided cars, featuring large end picture windows. These two cars were later sold to the Ringling Brothers and Barnum & Bailey Circus.

Which were the most pleasing observation car designs? The Lackawanna's flat ended cars were attractive, as were the Santa Fe's. Certainly the Budd-built fluted dome observation cars built for the *California Zephyr* were as attractive a car as could be found on any train. You can still enjoy these cars, beautifully maintained, on VIA's *Canadian* on her run across Canada.

Observation cars have disappeared from the Amtrak roster as cost ineffective, replaced by Sightseer Lounge cars with large picture windows spotted throughout long distance trains.

Readers are urged to e-mail the writer as to their favorite lightweight observation car. You can reach me via e-mail at *hal@carstens-publications.com.*

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The Changing of the Guard

Susquehanna's New York lines have returned to their roots/Ben Martin

Photography/the author, except as noted

ON FEBRUARY 5, 2001, the final NYS&W stack train Q271 departed Binghamton, New York, en route to the CSX connection at Syracuse. The loss of the through trains was the third major disappointment I've witnessed on the Susquehanna since arriving from the New England Central. When I hired on the NYS&W in 1999, the business was intense, with the 252/259, Q271 (Conrail ML401), Q432 (Conrail SABU), and Q162 (Conrail TV18). One by one, all these road trains vanished without much warning. The Susquehanna was recognized as a Class 3 railroad, and had made a name for itself in the industry with transcontinental container traffic taken away from Conrail. Today, the Susquehanna has returned to yesterday's traffic levels in a surprisingly upbeat fashion.

Overview

The Northern Division is managed in Binghamton, the largest of Susquehanna's three terminals in New York State (the others are Syracuse and Utica). Binghamton has a five-track yard for staging freights destined for New Jersey, Syracuse and Utica, and a one-stall engine house. Binghamton's mechanical staff performs daily and 92-day locomotive inspections and minor maintenance, including fueling and sanding.

The Susquehanna has two connections in Binghamton for SU-99/SU-100 traffic to New Jersey over Norfolk Southern's Southern Tier line. These turnouts provide access to the Number One and Number Two mains at the Liberty Street and Prospect Street crossovers. There are two connections to Canadian Pacific on the Utica Main at the north end of Bevier Street yard.

The Utica Main starts in Port Dickinson and extends 90 miles north to Utica. The 25 mile-per-hour main line is dark territory (unsignaled) operated on Form D authority. Utica has a five track yard with a locomotive facility that performs major maintenance on locomotives and the railroad's fleet of stone hoppers. This facility was built in 1990 and also performs contract maintenance and repairs for other coustomers. The Utica offices were closed in December 2000, and staff was relocated to the Cooperstown headquarters of Susquehanna's parent company, the Delaware Otsego Corporation. Maintenance of way offices remain open on the Utica Main at Earlville.

Power moves to and from the Utica, New York, shops are frequently seen on the Utica Main. Photographed on March 31, 2000, Toledo, Peoria & Western GP20 No.2064 was moving GP38 2000, E9 2400 and SD45 3614 south to Binghamton on a short train at Poolville, New York (ABOVE). **Any Susquehanna power may be found in local service on the Northern Division. SD45 3612 hustles SY-1 south through Little York New York on October 14, 2000. Three-unit sets of SD45s are common on the Syracuse line today** (BELOW). **SD70M No.4052, currently leased to Indiana & Ohio, heads BH-1 returning from Canadian Pacific's East Binghamton yard in Conklin, New York on March 13, 1996** (OPPOSITE TOP). **C430 No.3000, now on the Livonia, Avon & Lakeville, traverses Schuyler Street in Utica, New York on August 29, 2000** (OPPOSITE BELOW).

GARY SCHERMERHORN

The Syracuse Main branches off the Utica Main at Chenango Forks and extends 62 miles north to Jamesville. This 25 m.p.h. main line is also operated on Form D authority. Freight operations north of Jamesville to Syracuse run over the Syracuse, Binghamton & New York (SBNY), which is a ten-mile long subsidiary of Delaware Otsego. A trackage rights agreement provides freight interchange at the CSX DeWitt Yard in Syracuse. The Syracuse Main's maintenance of way offices and equipment are based in Cortland.

Freight Operations

The Susquehanna operates with a 19-man roster on the Northern Division. Syracuse and Utica each have one crew, while the rest are based out of Binghamton, where the bulk of the traffic originates. During the summer, schedules are riddled with extra jobs every day.

Train BH-1: Monday-Friday, called between 0500-1100 hours, normally 0730.

Monday, Wednesday, Friday: Operates north on Utica Main to Sangerfield, swaps entire train with UT-1 and returns south to Binghamton. Performs all switching in Sherburne.

Tuesday, Thursday: Performs Binghamton yard work. Interchanges with NS and CP. Assembles SU-100.

BH-1 on Monday-Wednesday-Friday allows the photographer to capture shots in obscure locations, with several decent ones northbound along the East River Road between Greene and Norwich. BH-1 runs 50 miles from Binghamton to Sherburne before stopping. At Sherburne, three customers are routinely switched: Chenango Valley Pet, Bailee Lumber and Sherburne Metal. Another location in Sherburne is the State Route 80 crossing; on its southwest side is a parking area that provides several photo options.

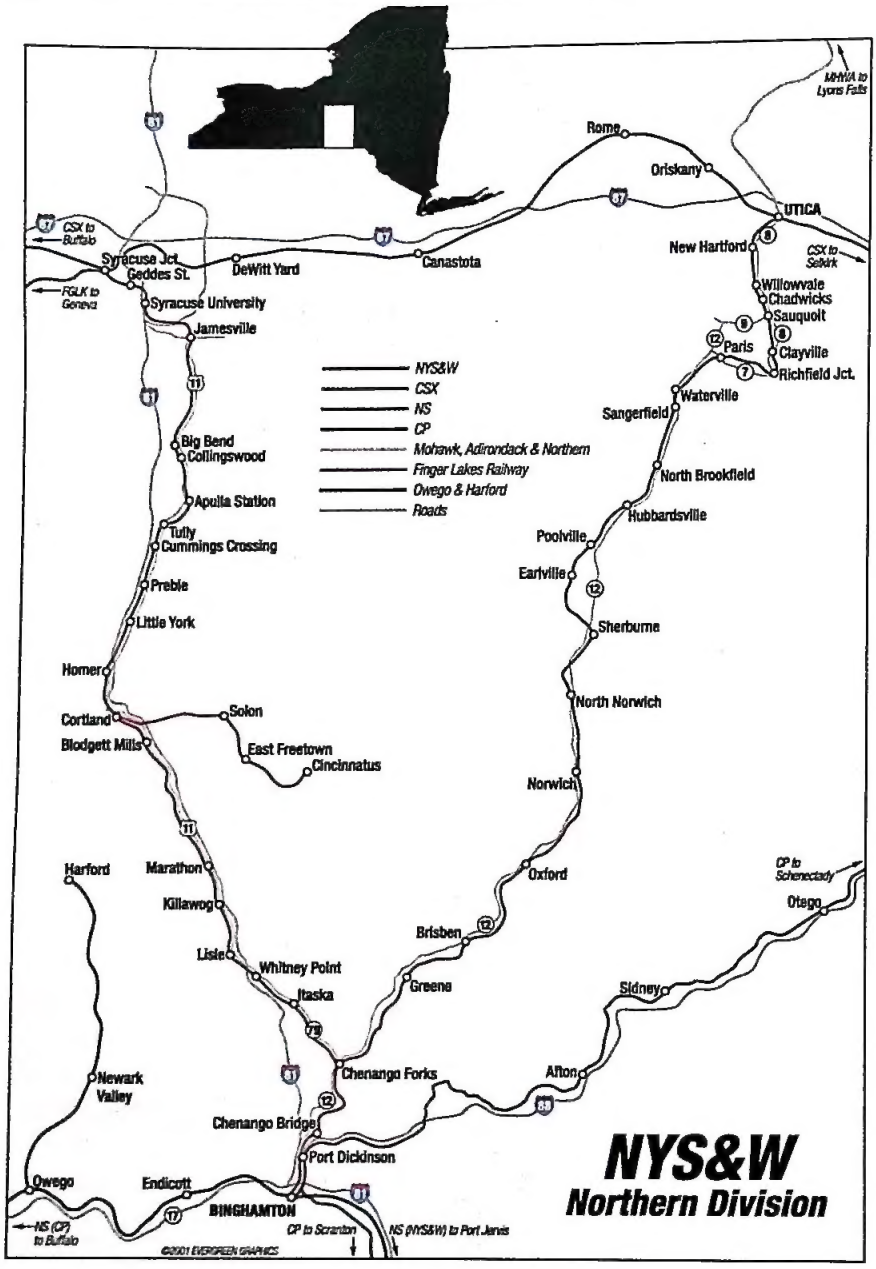
Between Sherburne and Sangerfield are several crossroads between Routes 12 and 12B that offer decent shots of the southbound trip. Train size varies between eight and 25 cars, but you can expect it to have any power, being moved to or from the Utica shops.

Train BH-2: Sunday-Thursday, 0500-1100 calling hours, normally 0930.

Sunday, Tuesday, Thursday: Operates north on Syracuse Main to Apulia, swaps entire train with SY-1 and returns south to Binghamton. Perform all switching in Cortland and Homer.

Monday, Wednesday: See BH-1 Tuesday, Thursday job description.

The Syracuse Main offers several excellent southbound shots along Route 11 and various crossroads between Tully and Whitney Point; lighting on the northbound run, however, is not very good during BH-2's normal working hours. Photographers should concentrate on Norfolk Southern and Canadian Pacific activity in Binghamton in the morning, then follow the Susquehanna



Friday at first light, several opportunities are available on the eastern leg of the trip in New Jersey.

Counterpart train SU-99 has the same 2000 hours call time at Ridgefield Park, New Jersey to head west. During the summer, early risers may be able to catch the train running over Starrucca Viaduct on Tuesday through Saturday mornings.

Train UT-1: Monday, Wednesday, Friday, called 0600-1000; runs Tuesday, Thursday as directed.

Monday-Wednesday-Friday: Operates from Utica south to Sangerfield, swaps entire train with BH-1, returns to Utica. Performs all switching in Utica, New York Mills, the New Hartford Industrial and Sangerfield.

UT-1 is the ticket to the famed Schuyler Street shots on the morning southbound trip. Route 8 will stay close to the tracks to provide nice photo opportunities through Clayville and Richfield Junction. The grain elevators at Sangerfield for I.L. Richer and Agway are the two largest customers on the Utica Main, and usually provide hours of daylight switching activity through the week.

Train SY-1: Sunday, Tuesday, Thursday, 0700-0900 calling hours; Monday, Wednesday as directed.

Sunday-Tuesday-Thursday: Operates from CSX DeWitt yard (Syracuse) south to Apulia, swaps entire train with BH-2, returns to DeWitt. Performs all switching in Syracuse and Jamesville.

SY-1 has been one of the roughest jobs for a train crew on the entire Susquehanna. For the photographer, however, it proves to be a very photogenic journey. Starting on CSX, southbound in the afternoon.

To begin the chase, take I-81 north out of Binghamton to Exit 14, then take Route 80 east to Apulia. About one and a half miles east of Tully, look for Markham Hollow Road on the right, which is where the trains are swapped. Meets usually occur between 1330 and 1500 hours; allow an hour's travel time from Binghamton. Train size varies from 30 to 50 cars with two or three locomotives.

Train SU-100: Sunday-Thursday, called 2000 hours.

Operates from Binghamton to Little Ferry, New Jersey, performs Sparta switching.

This train is every New York railfan's nightmare due to the darkness. However, Monday through

GARY SCHERMERHORN

TP&W GP20 2064 brings UT-1 into Sangerfield, New York, on April 19, 2000. There's usually a lot of switching to be done at the Agway plant (ABOVE). **On November 27, 1999, the motive power lineup at Binghamton's Liberty Street yard included C430 3006, TP&W GP20 2064, GP38 2000, and Mikado 142. The Century has been sold to the Livonia, Avon & Lakeville** (BELOW). **On August 20, 1995, Susquehanna's classic excursion power was photographed at Tully, New York, during a steam passenger run from Scranton, Pennsylvania, to Syracuse** (OPPOSITE BOTTOM).

SY-1 operates west from DeWitt Yard to Milepost 292 on the Chicago Line and the SBNY connection. This portion provides a nice shot passing the new Syracuse Transportation Center. The southbound then traverses ten miles of SBNY trackage between Syracuse and Jamesville. At Armory Square in Syracuse, SY-1 passes several city landmarks. After the Apulia train swap, SY-1 returns north to DeWitt.

Locomotives

In a tradition that goes back to the days of the RS1s, Susquehanna rosters all locomotives with even numbers, on the basis that they are equipped with multiple-unit connections. The railroad operates a wide variety of colorful motive power which makes every train very photogenic.

Customer Focus

Every time I come to work on one of the locals, the crew gets a drill sheet with a note stating simply, "perform all customer work." This attitude has given the Susquehanna an excellent reputation with its shippers, so much so that extra trains are quite common. From April to October, traffic explodes on the Syracuse Main with stone and asphalt. Stone trains operate between Binghamton and the Hanson Stone quarry in Jamesville. At Binghamton, the stone is unloaded for Barrett's Paving at a rate of 25 cars per day. The asphalt traffic is new business that has revitalized the Cincinnatus Branch in Cortland. The SuitKote distribution facility in Cortland receives 20 loads of asphalt at a time, which are emptied into two 10,000,000 gallon tanks. The asphalt is distributed to local paving companies. Beginning in November 2001, Susquehanna will handle 400 carloads of pipe for a natural gas pipeline project from New Jersey to Chenango Bridge, New York.

Despite the loss of its overhead road traffic, the Susquehanna still has plenty of local business and interesting motive power to offer the fan, with a lot of daylight activity.

The author thanks Aric Peery and Bill Markowski for their help with this article.

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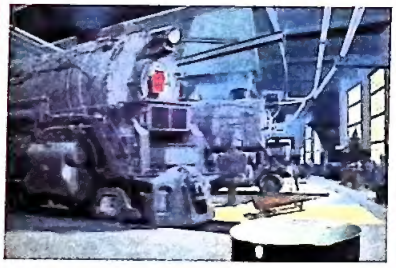

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Letters from readers

Limedale narrow gauge

What a wonderful final tribute was paid in the September 2001 RAILFAN & RAILROAD by my friend, Louis Saillard, to the now-abandoned quarry railroad operation of the Arkansas Lime Company. I do believe the Batesville line was the finest purely industrial narrow-gauge railroad that was still operating in the U.S. at the end of the 20th Century.

Apparently already lost to historical documentation, at least as it is presented on page 8 in Louis' text, is the fact that it took two separate attempts by the lime company to convert their quarry railroad to diesel-electric propulsion. The first try was made in 1971 by Rangaire Corporation when they bought two 25-ton G.E. units (builder's Nos.33031 and 33373) from a just-abandoned quarry railroad of the Lone Star Cement Corporation in Texas. These two locomotives did fail fairly promptly and the Plymouth was purchased new in 1972, as the article states, actually as a solution to the diesel-electric units problems.

There were several reasons these first two G.E. locomotives were unsatisfactory. First, Lone Star had "hammered" them pretty heavily for a dozen years and they were put in service at Batesville with little mechanical or electrical attention. Second, both of these units were truly standard-gauge size 25-tonners which had just had their wheels set to 36-inch gauge on otherwise standard-gauge length axles. The "widebody" weight distribution of these two locomotives made them pitch and yaw on the narrow gauge's track excessively compared to the true narrow-framed Plymouth and Whitcomb (builder's No.40255) diesel-hydraulic locomotives the train crews were accustomed to operating.

And, finally, both of the Lone Star units had been furnished with the "new, improved" and ultimately light-duty GE763 traction motor which simply wasn't tough enough to handle the Arkansas hill country. Both of these diesel-electric engines, still wearing Lone Star emblems and their Nos.9 and 10 Lone Star road numbers, were in the deadline at Batesville when I first saw them in May 1974 along with a couple of ancient Plymouth and/or Whitcomb units and some retired "museum quality" wooden-body Western side dump cars.

In June 1974, I bought the two dead diesel-electrics at Batesville for my employer at that time, Birmingham Rail & Locomotive Company, and brought both machines to Birmingham, Alabama. Both were rebuilt to standard-gauge locomotives by relocating the braking system to standard-gauge alignment and by just pushing the wheels out on the existing axles to 56½" gauge. Both locomotives were resold in 1975 and both are still in service as far as I know. Thus, after a brief flirtation with diesel-electric locomotion in the very early 1970s, the Batesville quarry railroad reverted to diesel-mechanical/hydraulic motive power use for all of the years 1973 through 1978.

Finally, after several months of prodding and informational presentations, I managed to convince the Arkansas Lime people at the very end of 1978 to try another 25-ton G.E. electric-drive locomotive. Builder's number 29367 was shipped from Birmingham Rail's yard on November 29, 1978, to become the quarry railroad's No. 2-LO-1, the unit pictured at the top of page 7 in the R&R story. This locomotive found acceptance and success at Batesville for two principle reasons. One, it was a true 36-inch gauge locomotive with narrow side frames and short axles and a locomotive that had no hope of ever becoming standard-gauge, so it rode good on the quarry railroad. And, two, the unit had been built with the older, optional heavy-duty GE741 traction motor that G.E. sold to steel mill and quarry railroad applications during the 1940s and 1950s. That GE741 just didn't quit under a heavy strain!

In 1985, under the auspices of this company, Locomotive Marketing, Inc., I informed the Batesville managers that another 25-ton G.E. (Builder's No. 29845) had become available for sale that was virtually identical to their No. 2-LO-1. They liked this opportunity to expand their diesel-electric motive power fleet. Ultimately, after a four-month rebuilding process, the No.2-LO-4 was shipped to Arkansas from Locomotive Marketing's shop the first week of 1986.

As for the No. 2-LO-5, it is actually a 50-ton unit with articulated trucks (a B+B class instead of your normal B-B class) and was one of a pair of such locomotives that LMI bought from U.S. Steel's closed National Works at McKeesport, Pennsylvania, in 1990. It was shipped directly from Pennsylvania to Arkansas that July.

Despite its passing, mention should be made that hope for the continuation of the narrow gauge's operation was still evident at least as late as January 1999. During that month, the lime company supervision asked me to reconfirm that another B+B 50-tonner, identical to the 2-LO-5, that I had found for them in Nova Scotia was still available. It was, but the Arkansas story ended with a different twist, precluding any additional narrow-gauge purchases.

TOM LAWSON, JR.
BIRMINGHAM, ALA.

Strange signal

Please refer to the comment by Mr. George Drury about the permanent "stop" signal at the end of the track in the middle picture on page 40 of the September 2001 issue of R&R. The insulated joint to the right of the signal means the track has been circuited, which allows the entering home signal at the interlocking to display something other than "restricting". This in turn allows the distant signal to display something other than "approach". If number 15 turnouts are used and the distant is about two miles in advance of the home signal one would expect to reduce the trip time of every inbound train by two to four minutes by displaying an "approach medium" on the distant signal and a "medium approach" on the home signal.

Instead of poking fun at this signal, Mr. Drury should be commending the signal designers for expediting train movements into a stub end track station.

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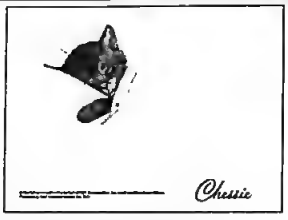

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Timetable

Railfan events guide

TIMETABLE listings are published without charge and are run on a space-available basis at the editor's discretion. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 1st of the month, four months prior to the issue cover date (e.g. January 1 for the April issue). Each issue will be in circulation for the full month preceding its cover date (e.g. April issue available during all of March).

RAIL TRAVEL CENTER (139 Main Street, Brattleboro, VT 5301; 800/458-5394; *www.railtravelcenter.com*) will run the following special trips. Call or write for full details.

- **October 3-14,** Grand Fall Tour of New England featuring Winnepesauke Railroad, Hobo Railroad, White Mountain Central, Conway Scenic, Mount Washington Cog, Green Mountain and Amtrak's *Vermonter.*
- **October 6-13,** Riverbarge Excursion Rivers to Rails featuring cruise of the Ohio and Kanawha Rivers and Amtrak's *Cardinal.*
- **October 6-13,** Hudson Bay/Polar Bear Explorer featuring Via's *Northern Spirit* and bear photo safari.
- **October 13-18,** Bluegrass Autumn Reunion featuring Bluegrass Scenic, Kentucky Railway Museum, Indiana Transportation Museum and French Lick, West Baden & Southern.
- **October 18-30,** Ozark Autumn Tour featuring St. Louis light rail, St. Louis, Iron Mountain & Southern, Amtrak's *Ann Rutledge* and *Heartland Flyer,* Branson Scenic, Silver Dollar City, Eureka Springs & North Arkansas, Arkansas & Missouri, National Museum of Transportation and more.

Rail Travel Center also books the Montana Rockies Daylight, Royal Canadian Pacific and other luxury rail tours. Write or phone for information.

EAST TROY ELECTRIC RAILROAD MUSEUM (P.O. Box 556, Waukesha, WI 53187; 262/548-3837; *www.easttroyrr.org*) will hold the following special events in 2001. Dinner trains feature special menus from famous trains of the 20th Century. Dinner train tickets $47, Tea Train tickets $23.50, reservations required. Contact the museum for complete details.

- **October 6,** *Capitol Limited* dinner train.
- **October 20,** *Broadway Limited* dinner train.
- **December 1-2 and 8-9,** Ride With Santa.

LEATHERSTOCKING RAILWAY HISTORICAL SOCIETY (P.O. Box 681, Oneonta, NY 13820; 607/432-2429; *www.lrhs.org*) will hold the following special events on the Cooperstown & Charlotte Valley Railroad in Milford, N.Y. Contact the Society for complete information.

- **October 6,** Oktoberfest train ride with food beer and music;

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Fare $25, seniors $20, kids 4-12 $15, under 4 free; reservations required.
October 8, Columbus Day Fall Foliage Excursions, two trips; Fare $8, seniors $7, kids 4-12 $5, under 4 free.
October 19-20 and 26-27, Haunted Halloween Express with refreshments; fare $10, seniors $9, kids 4-12 $7, under 4 free, reservations required.

BLACK RIVER & WESTERN RAILROAD (P.O. Box 200, Ringoes, NJ 08551; 908/782-6622; www.brwrr.com) will hold the following special events. Fares for all trips (uexcept mixed train) are $8 adults, $4 kids 3-12, under 3 free. Contact the railroad for full information.
October 27-28, Halloween Special.
November 23-25, December 1-2 and 8-9, Santa Express.

TENNESSEE VALLEY RAILROAD at Chattanooga will sponsor the following excursions into northwest Georgia via ex-Central of Georgia trackage. Many trips include a dining car meal. Ticket prices range from $41 to $84. Call the museum at 423/894-8028 for complete details.
October 6, 13, 20, 21, 27, 28 and November 3, Autumn Leaf Specials to Summerville.
December 15, Christmas Special to Chickamauga.

TAMPA, FLORIDA, October 4-7. Atlantic Coast Line and Seaboard Air Line Railroads Historical Society Annual Meeting at the Best Western Hotel & Conference Center. Events include bus tours to the "Bone Valley" phosphate operations and the Ringling Brothers Circus Train maintenance facility, plus a ride on the Florida Gulf Coast Railway Museum's train. For complete information and registration forms contact the ACL&SALHS, P.O. Box 325, Valrico, FL 33595-0325; 813/684-7034; *jlosal@mindspring.com; www.aclsal.org.*

NASHVILLE, TENNESSEE, October 6 and 13. Excursions to Watertown, Tenn., sponsored by the Tennessee Central Railway Museum. October 6th trip features train robbery and a visit to Watertown Railway Days events. October 13 features live music in Watertown, plus fall foliage. Fare $28, kids under 12 $15, first class $35, dome seating $55. Order tickets from TCRy Museum, 220 Willow Street, Nashville, TN 37210-2159; 615/244-9001; MC/Visa/Discover accepted.

SOUTH CAROLINA RAILROAD MUSEUM (P.O. Box 643, Winnsboro, SC 29180; 803/635-9893; www.scrm.org) will hold the following special events in 2001.
October 6, Caboose Day, ride in one of the museum's cabeese.
October 20, Fall Harvest Specials.
October 27, Member's Day, members ride free (new memberships accepted on day of event).
November 24-25 and December 1-2, Santa Claus trains.

ROCKHILL FURNACE, PENNSYLVANIA, October 6-7. East Broad Top Railroad Fall Spectacular featuring four operating narrow gauge steam locomotives, gas-electric doodlebug M-1, variety of special trains each day. Special tickets required for all trains and guided tours of EBT shop complex. For more information contact the East Broad Top Railroad, P.O. Box 158, Rockhill Furnace, PA 17294; 814/447-3011.

ORBISONIA/ROBERTSDALE, PENNSYLVANIA, October 6-7. Friends of the East Broad Top 19th Fall Reunion featuring EBT-oriented walking and driving tours, model contests, xhibits, vendors and more. Public welcome to visit displays and Sunday morning open house at the FEBT Museum in Robertsdale at no charge; participation in other activities requires paid registration. For more information contact Pat Downs, 3416 Lowell Drive, Columbus, OH 43204; 614/351-7338; *ebtsteam@columbus.rr.com; www.febt.org.*

ROCKHILL FURNACE, PENNSYLVANIA, October 6. Night photo session at the East Broad Top Railroad with R&R's Steve Barry. Locomotive No.17 on a coal train is requested for the evening. Tickets $40; all proceeds benefit the EBT. On-line ticketing and information at *www.daylightimages.com/ebtnight.html* or make checks payable to "EBT Night Photo" and send to EBT Night Photo, c/o Steve Barry, 117 High Street, Newton, NJ 07860. Information call 973/383-3355 between 9am-5pm ET.

PERRIS, CALIFORNIA, October 6-7. Trainfair at the Orange Empire Railway Museum featuring many trains and trolleys, kids activities, displays, live entertainment. Admission $12 adults, $8 kids 5-11, under 5 free. For more information contact the Orange Empire Railway Museum, 2201 South "A" Street, Perris, CA 92570; 909/657-2605 or 909/943-3020; *www.oerm.org.*

WAUKESHA, WISCONSIN, October 6-8. Wisconsin Fall Colors Rail Cruise over Wisconsin & Southern using E-units and the streamlined VIP train to Prairie du Chien. Three-day trip includes a full day in Prairie du Chien, with options including the Mid-Continent Railway Museum, main line railfanning or family-oriented activities. Prices start at $174 for adults, $74 for children (does not include lodging). For more information contact Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 800/359-4870, *info@trainsunltdtours.com.*

WHIPPANY, NEW JERSEY, October 7. Pumpkin Festival at the Whippany Railway Museum, featuring frequent departures of the "Pumkinliner" caboose train starting at 12:30pm. Other attractions include crafts merchants and railroadiana dealers. For more information contact the Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981-016; 973/887-8177; *www.WhippanyRailwayMuseum.org.*

FRIENDS OF THE RAILROAD MUSEUM OF PENNSYLVANIA (P.O. Box 125, Strasburg, PA 17579; 717/687-8628; *frm@redrose.net; www.rrmuseumpa.org*) will hold the following

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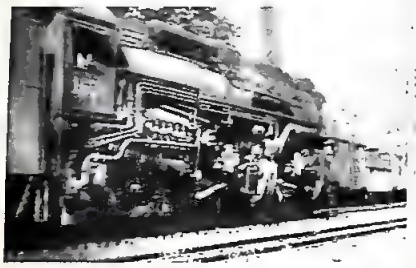

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special events at the museum in Strasburg. Regular admission charged for all special events unless noted. Call or write for complete information.

October 12, 13, 19, 20, 26, 27, Tricks, Trains & Treats with ghostly tales at the museum and a ride on the Strasburg Rail Road. Tickets $15.95, $9.95 kids 3-11.

November 10, Trains and Troops featuring exhibits exhibits and displays on the role railroads played in the defense of our nation.

December 26, Home for the Holidays with a nostalgic glimpse at 100 yeras of holiday rail travel; meet engineers, conductors, ticket agents and passengers.

CUMBERLAND, RHODE ISLAND, October 13. Narrated fall foliage scenic tour of the Blackstone River Valley on the Providence & Worcester Railroad with a four-hour roundtrip to Worcester, Mass. Tickets $34 adults, $15 95 kids under 12. For tickets or information contact the Blackstone Valley Tourism Council, 175 Main Street, Pawtucket, RI 02860; 401/724-2200; *bvtourism@aol.com.*

WASHINGTON, D.C., October 13. Autumn Gold Express to Waynesboro and Clifton Forge, Va., using Amtrak equipment and private cars sponsored by the Washington, D.C., Chapter NRHS. Visit the Virginia Fall Foliage Festival Art Show in Waynesboo or continue on to Clifton Forge. Adult/child (ages 2-15) fares Washington-Waynesboro $89/$79, Washington-Clifton Forge $109/$99, Waynesboro-Clifton Forge $34/$24.Box lunch for Clifton Forge passengers $8. First class and dome class seating also available, boarding also available in Alexandria and Manassas. Tickets available from Washington, D.C. Chapter NRHS, Autumn Gold Express, P.O. Box 151, Alexandria, VA 22313-0151; VISA/MC accepted. For information phone 703/273-8440 or e-mail *info@dcnrhs.org*

ORRVILLE RAILROAD HERITAGE SOCIETY, INC., (P.O. Box 11, Orrville, OH 44667; 330-683-2426; *www.orrvillerailroad.com*) will host the following special events. Contact the society for complete details.

October 13, loop excursion from Orrville to Medina, Ohio, out via Canton and Akron, return via Spencer *(see separate listing).*

November 23-24, open house at the Orrville depot.

November 24, Santa Claus trains between Orrville and Brewster, several departures during the day.

ORRVILLE, OHIO, October 13. Medina Loop Express fall foliage circle trip sponsored by the Orrville Railroad Heritage Society. Outbound trip operates via Brewster, Canton, Hartville, Mogadore and Akron. Layover in Medina for sightseeing, lunch and shopping. Return trip via Spencer. Fare $55 adults, $45 kids under 12, first class $110. Tickets available from ORHS, P.O. Box 11, Orrville, OH 44667; 330/683-2426 (weekdays 1pm-5pm); *www.orrvillerailroad.com.*

HAGERSTOWN, MARYLAND, October 13-14. Rare mileage trip each day to Thurmont, Maryland, "Colorfest" via the ex-Western Maryland "Main Line" with MARC commuter equipment sponsored by the Hagerstown Joint Trip Committee. Trip departs Hagerstown 8am each day. Optional shuttle trips from Thurmont to Sabillisville (Saturday) or Union Bridge (Sunday). Hagerstown-Thurmont fare $25 adult, $20 seniors, $10 kids 4-12. Shuttle fare $10 adults, $5 kids 4-12. Checks/VISA/MC to Hagerstown Joint Trip Committee, P.O. Box 2858, Hagerstown, MD 21741; information call 301/739-4665.

CONWAY SCENIC RAILROAD (P.O. Box 1947, North Conway, NH 03860; 800/232-5251; *www.conwayscenic.com*) will hold the following special events. Contact the railroad for details.

October 13-14, Railfan Days (call for special reservation form).

October 20-21 and 27-28, Pumpkin Patch Run.

December 1-2, 8-9 and 15-16, Santa Claus Express.

November 29-30, December 1-2, 6-9, 13-16 and 20-21, Polar Express.

FORT BRAGG, CALIFORNIA, October 14. Steam in the Redwoods sponsored by the Central Coast Chapter NRHS on the California Western with 2-8-2 No.45 leading an 80-mile round trip on three percent grades in through remote parts of California's Redwoods. Fare $99 (includes box lunch); three photo stops planned. Optional charter bus/hotel package available from San Jose, Emeryville and San Francisco. Train leaves Fort Bragg at 8am. Tickets/information from Central Coast Chapter NRHS, P.O. Box 8167, San Jose, CA 95155; 408/278-5051; *www.goldenstaterails.com.*

WORCESTER, MASSACHUSETTS, October 20. Gardner Special over the Providence & Worcester via Wachusett Reservoir. Trip includes roast turkey buffet luncheon. Optional motorcoach connection from Boston area. Tickets $40 from Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0009. Information phone 617/361-4445 or visit *www.mysticvalleyrs.org.*

MONTICELLO RAILWAY MUSEUM (P.O. Box 401, Monticello, IL 61856; 217/762-9011; *www.prairienet.org/mrm*) will hold the following special events. Call or write for information.

October 20-21 and 26-28, Ghost Train ride through Haunted Hollow.

December 1-2, Lunch with Santa (reservations required).

LEBANON, INDIANA, October 26-28. Monon Railroad Historical-Technical Society 2001 Convention featuring Friday night get-together, Saturday trip to the Indiana Transportation Museum, banquet featuring James R. McCarthy (Monon's last V.P.-Traffic), photo and model contests, more. New memberships accepted at the event. For more information contact Tom Rankin, Convention Chairman, P.O. Box 202, Wilmot, WI 53192-0202; 262/862-2878; *gibson.girl@verizon.net.*

WASHINGTON, D.C., October 26-28. West Virginia Sportsman trip to Huntington, W Va., on the private car *Dover Harbor* via Amtrak's *Cardinal.* Spend Saturday sightseeing in Huntington. Fare $514 double-occupancy, $614 single, includes hotel in Huntington, meals on the train and city tour. Rail-only fare $349. Tickets from Washington DC Chapter NRHS, c/o Pat Clark, Reservations Agent, 9136 Windemere Way, Jessup, MD 20794-9524, information phone 301/490-7311 or e-mail *info@dcnrhs.org*

NASHVILLE, TENNESSEE, October 27. Fall Foliage Excursion Train to Cookeville, Tenn., sponsored by the Tennessee Central Railway Museum. Train will travel through the Caney Fork River Valley, past the bluffs at Sebowisha and ascend Silver Point Hill. Fare $48, kids under 12 $24, first class $65, dome seating sold out Order tickets from TCRy Museum, 220 Willow Street, Nashville, TN 37210-2159; 615/244-9001; MC/Visa/Discover accepted.

WHIPPANY, NEW JERSEY, October 27-28. Halloween Express at the Whippany Railway Museum, with departures of the spooky train hourly from 1pm-4pm. Fare $8, kids under 12 $5, babes-in-arms free. Mail order reservations strongly recommended (indicate first and second choices for date and preferred departure time). For more information contact the Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981-016; 973/887-8177; *www.WhippanyRailwayMuseum.org.*

FELTON, CALIFORNIA, October 31. Ghost Train on the Roaring Camp Railroads. Relive the Legend of Sleepy Hollow. Up to two children in costume ride free with each paying adult ($25) on each steam excursion. First train departs 6pm, hourly thereafter; reservations required. For more information phone 831/335-4484 or visit *www.roaringcamp.com.*

BLUEWATER MICHIGAN CHAPTER NRHS (P.O. Box 296, Royal Oak, MI 48068; 248/541-1000 or 800/594-5162; *www.BluewaterNRHS.com*) offers the following rail events. Please write or call for information.

November 2, Annual banquet featuring rail photographer Ron Cady; $20 before October 2nd, $25 thereafter.

December 7-9, Christmas in Toronto by VIA Rail; originates in Dearborn, includes bus, train, hotel, banquet, chartered PCC tour, VIA-1 return; $375-$420.

CHICAGO, ILLINOIS, November 4-13. Special ARM/TRAIN Convention private car roundtrip to Salisbury, N.C., behind the *Capitol Limited* and *Carolinian* with private cars *Lac Vieux Desert, Palm Beach* and *Cimarron River.* Sleeping accomodations, meals, beverages and transfers in Salisbury included. For information and pricing contact Tim Tennant or Charles Schuetz at the National Railroad Museum, 2285 South Broadway, Green Bay, WI 54304-4832; 920/437-7623; *tstennant@nationalrailroadmuseum.org.*

DILLSBORO, NORTH CAROLINA, November 11. Photo special and steam excursion behind 2-8-0 No.1702 on the Great Smoky Mountains Railroad sponsored by the Yadkin Valley Chapter NRHS. Trip will cover the entire 53-mile length of the GMSR with photo runbys. Fare $85 adults, $45 children. Extra fare options available. For more information phone the GMSR at 800/872-4681.

SCRANTON, PENNSYLVANIA, November 23-24. Toys For Tots Santa Train will operate at Steamtown National Historic Site; kids bringing a new unwrapped toy ride free with Santa. Call the park at 888/693-9391 for more information.

NASHVILLE, TENNESSEE, December 1. Victorian Christmas Santa Excursion Train to Lebanon, Tenn., sponsored by the Tennessee Central Railway Museum. Christmas celebration in the square, antique shopping, seasonal foods plus a 60-mile rail round trip. Fare $26, kids under 12 $15, first class $32, dome seating $50. Order tickets from TCRy Museum, 220 Willow Street, Nashville, TN 37210-2159; 615/244-9001; MC/Visa/Discover accepted.

WHIPPANY, NEW JERSEY, December 1-2, 8-9 and 15. Santa Claus Specials over the Morristown & Erie at the Whippany Railway Museum with hourly departures 1pm-4pm each day. Mail order reservations prior to November 16 strongly recommended. Fare $8 adults, $5 kids under 12, babes-in-arms free; indicate preferred day and departure time and a second choice. Send check or money order to Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981-0016. Information from 973/887-8177 or *www.WhippanyRailwayMuseum.org.*

UPPER DARBY (PHILADELPHIA), PENNSYLVANIA, December 2. Work Trolley Charter on SEPTA's Red Arrow Division to Media and Sharon Hill. Ride in a Kawasaki car and photograph a Red Arrow work car (former Bridge Line car) at numerous quality photo stops. Trip leaves 69th Street Terminal at 10am. Fare $35 from Wilmington Chapter NRHS, c/o Steve Barry, 117 High Street, Newton, NJ 07860; on-line ordering (Visa/MC accepted) at *www.daylightimages.com/redarrow.html.* Information phone 973/383-3355 (9am-5pm ET).

HAGERSTOWN, MARYLAND, December 8. Christmas Train to Washington, D.C., with MARC commuter equipment sponsored by the Hagerstown Joint Trip Committee. Spend five hours in Washington for shopping or Amtraking. Fare $45 adults, $39 seniors, $20 kids 4-12. Checks/VISA/MC to Hagerstown Joint Trip Committee, P.O. Box 2858, Hagerstown, MD 21741; information phone 301/739-4665.

BOSTON, MASSACHUSETTS, December 15. 34th Street Express special Amtrak train from South Station, Back Bay, Route 128 and Providence, R.I., to New York. Optional seating at the Radio City Christmas Spectacular or Christmas Carol at the Theatre at Madison Square Garden. Train fare $70 from

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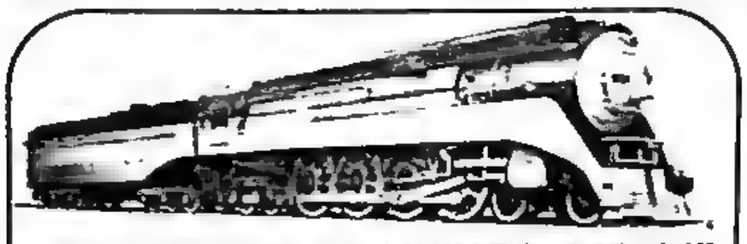

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GATS LIMITED will hold Great American Train Shows, Great Western Train Shows and Great Midwest Train Shows at the following locations. Hours are 11am-5pm (10am-4pm for Wheaton, Ill.), admission $6 adults, kids under 12 free. For more information contact GATS Limited, P.O. Box 1745, Lombard, IL 60148; 630/834-0652; *GATS@ibm.net; www.gats.com.*

October 6-7, Houston, Texas, Astrodome/Astroarena.
October 14, Wheaton, Ill., DuPage County Fairgrounds.
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November 3-4, Springfield, Ill., State Fairgrounds.
November 3-4, Phoenix, Ariz., Civic Plaza.
November 10-11, Wichita, Kan., Century II.
November 10-11, Pomona, Cal., Fairplex.
November 11, Wheaton, Ill., DuPage County Fairgrounds.
November 17-18, Lexington, Ky., Center.
November 17-18, Puyallup, Wash., Western Washington Fairgrounds.

LONDON, ONTARIO, October 13. Forest Railway Society's Fall Slide Trade Day & Sale at Riverside United Church, 451 Dunedin Drive. Admission $2. Information: Ian Platt at 519/438-3330; *platti999@yahoo.ca.*

FORT WORTH, TEXAS, October 13-14. 19th Annual Railroad Show at the Lockheed Martin Recreation Association, 3400 Bryant Irving Road, Saturday 10am-5pm, Sunday 11am-5pm. Admission $6, kids 10 and under free. Information: Robert Bray, 1820 Spruce Lane, Benbrook, TX 76109; 817/249-4965 (6pm-10pm CST); *robert.l.bray@lmco.com.*

JOHNSON CITY (BINGHAMTON), NEW YORK, October 21. Susquehanna Valley Chapter NRHS 8th Annual Southern Tier Rail Fest at the Heritage Conference Center, Watson Boulevard, 9am-3pm. Admission $4, kids under 12 $2, family maximum $8. Information: Robert Pastorkey, SVRHS, P.O. Box 2415, Binghamton, NY 13902-2415; 607/775-1267.

INDIANAPOLIS, INDIANA, October 27. 21st Annual Crossroads of America Railroadiana Show at the Indiana National Guard Armory, 1500 South Holt Road (I-70 West exit 77), 9am-3pm. Admission $3, kids under 15 free. Information: Larry Woodard, 3875 South Heritage Court, New Palestine, IN 46163; 317/861-8995; *nupaldepot@aol.com.*

WALLINGFORD, CONNECTICUT, October 28. Train show sponsored by Classic Shows, LLC, at Zandri's Stillwood Inn, 1074 South Colony Road (I-91 exit 13), 9am-2pm. Admission $4, kids 12 and under free with adult. Information: Classic Shows, LLC, P.O. Box 2415, Shelton, CT 06484; 203/926-1327.

REDFORD, MICHIGAN, October 28. Trainorama 2001 sponsored by the Redford Model Railroad Club at the Livonia Community Center, Five Mile Road at Hubbard, 10am-4pm. Admission $4, kids under 12 free with adult. Information: Steve Johnson, c/o Redford Model Railroad Club, P.O. Box 40225, Redford, MI 48240; 313/565-1027.

FORT WORTH, TEXAS, November 3-4. Holiday Train Show sponsored by the North Texas Council of Railroad Clubs at the Will Rogers Memorial Center, #1 Amon Carter Square, 10am-5pm each day. Admission $6, kids under 12 free. Information: Robert Bray, c/o LMRA, 3400 Brant Irvin Road, Fort Worth, TX 76109; 817/249-4965 (6pm-10pm CST); *www.WiringForDCC.com/planotrainshow.htm.*

SYRACUSE, NEW YORK, November 3-4. 27th Annual Train Fair sponsored by the Central New York Chapter NRHS at the Center of Progress Building and Horticulture Building, New York State Fairgrounds, Saturday 10am-6pm, Sunday 9am-5pm. Admission $5, seniors $3, kids 5-15 $3, under 5 free. Information: Albert Kallfelz, 111 Wining Way, Camillus, NY 13031; 315/488-8208; *cnynrhs@aol.com.*

APOPKA, FLORIDA, November 10. Central Florida Chapter NRHS Railroadiana & Model Train Show & Sale at Lakeville Elementary School, Lakeville Road off Apopka Boulevard, 10am-2pm. Admision $3. Information: David Rhea, 906 Center Street, Ocoee, FL 34761; 407/656-8749.

ALLENTOWN, PENNSYLVANIA, November 10-11. Allentown Train Meets Associates First Frost Train Meet at the Fairgrounds in Agricultural Hall, 17th & Chew Streets, 9am-3pm. Admission $5, kids 12 and under $2. Information: Bob House, 1120 South Jefferson Street, Allentown, PA 18103; 610/821-7886.

BATVIA, NEW YORK, November 11. Genesee Society of Model Engineers Great Batavia Train Show at Batavia Downs Race Track, 8315 Park Road, 9:30am-3:30pm. Admission $4, ages 13-17 $1, under 13 free. Information: Mike Pyszczek at 716/768-4579.

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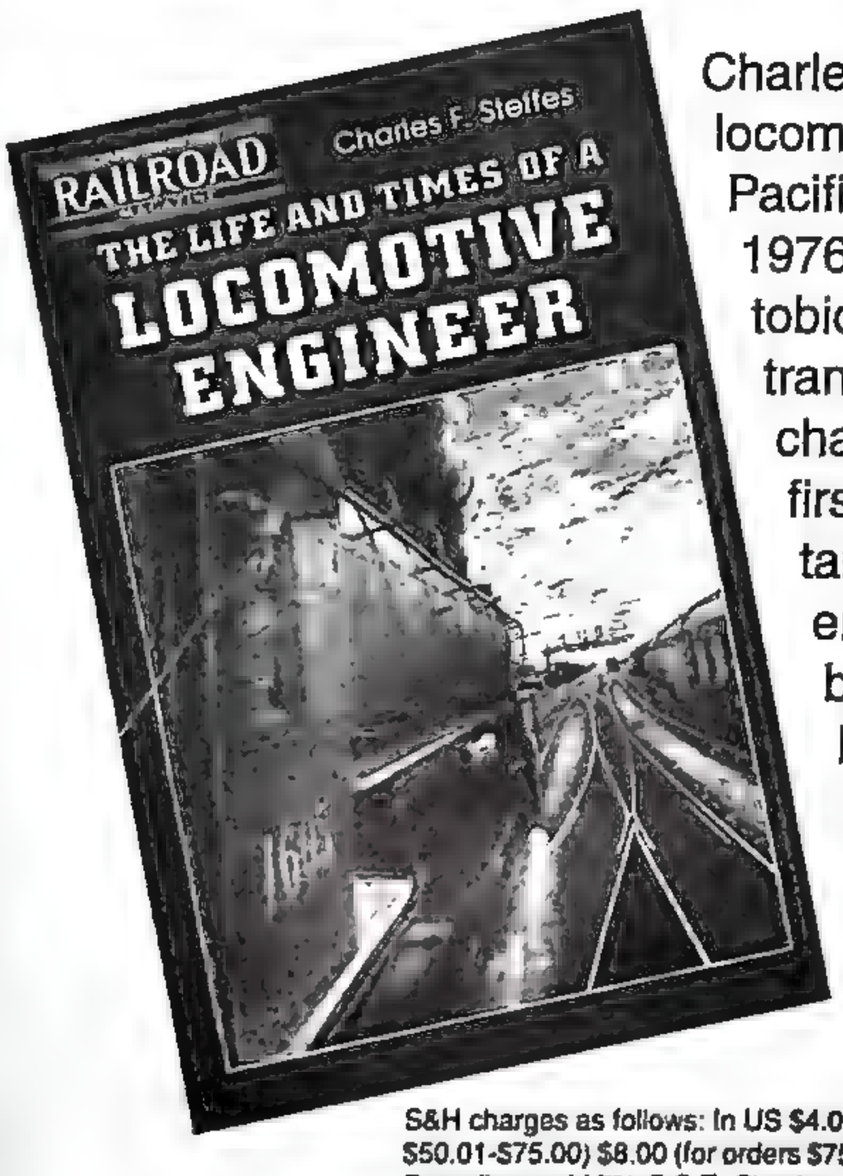

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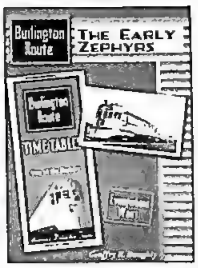

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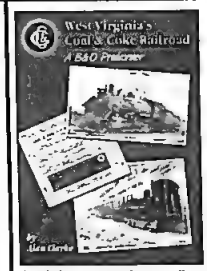

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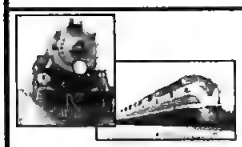

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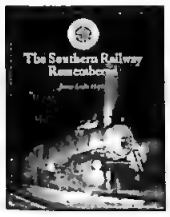

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DO YOU RECALL WHEN your children were in kindergarten? One of their first projects was to make an imprint of one of their hands in plaster of Paris, paint the casting in gaudy colors and bring it home for all heap praise on. (We still have both of our son's handprints.) And when that concrete driveway was installed in the neighborhood, handprints were stealthily added to the fresh cement to remain, hopefully, forever. As one ages, little thought is given to handprints, with very few exceptions.

I was firing for one of our beloved old-timers, my Masonic Lodge brother, Dan Nardi, an elderly steam man who cherished talking about how it used to be, full of tales of his years on the Columbus District of the Norfolk & Western. I did all the running for Nardi, as he had spent his time in the right-hand seat and really appreciated having someone else do the work while he waited for retirement. (Work? My goodness. It wasn't work. It was *fun!*)

We were eastbound out of Joyce Avenue (Columbus) with No.78, at that time the premier freight between Bellevue, Ohio, and points east. We had pretty good power; GP9 759, GP18 936, C630 1135 and RS11 327, with a fairly long, heavy train of 123 cars, including 35 loaded auto racks. Bringing up the rear was a 1958-built International Car Company class C-3 caboose, No.518458. We had a little too much weight to make a fast run, but the prospects for a good run were not bad. Due to the length of the train, I was reluctant to use the automatic air brake. Our rule of thumb was to avoid using the air on a train over 100 cars. On such long trains, it took much longer for the brakes to release on the rear end, and you could yank the train in two or have a sticking brake towards the rear.

The train was running pretty well, and I had her up to about 53 or 54 miles per hour just south of Ashville near milepost N-682. As we passed the train defect/hotbox scanner at Bell Siding, the track began its gentle descent down into Circleville. I was thinking ahead about my moves — running had not yet become second nature and I still had to plan ahead. Later it all became more or less automatic, and I could make the right moves and adjustments without thinking too much. Like driving an automobile — you just do what is needed as driving becomes ingrained in your subconscious. I planned to reduce the throttle to about Run 3 or 4, which would apply enough power to keep the train stretched while the weight of the train and the natural drag through the curves at each end of Ritts passing siding and the broad curve at the tomato track north of the Circleville city limits would bring my speed down to about 42. I figured at the first street crossing in "Roundtown" I would begin working on her, advancing the throttle one notch at a time until she was back up to full throttle in Run 8, preparing for the hard left-hand curve in the center of town and the ascent out of the Pumpkin Capital of Ohio. The speed should have held right at 40 per if things went as planned.

However, my train handling plans were not to be. Shortly after the rear end cleared the Ringold train defect detector, the operator at VI tower in Circleville called us on the radio and said we had something dragging from the left side of the second car ahead of the caboose. This was in the days before "talking" detectors, which automatically inform crews where and what the defect is. In those days, the operator at VI, which protected the N&W and P-Company (Pennsy) diamond, read the Ringold scanner tapes and then informed the train crew via radio. If radio contact was impossible, he held a special "Inspect Train" trackside signal in the stop position, at which time a member of the crew went to the ground phone to ascertain why the op had stopped the train. When you're told you have something dragging, you make a quick, safe, non-emergency stop and don't even consider another alternative. Dragging equipment can result in a derailment, and must be inspected and corrected immediately.

At least this part of running had become second nature — I immediately bunched the slack with a light application of the independent, or engine, brake. We were not supposed to do this, but were to latch the engine's controller into dynamic braking and use that to bunch the slack. In this instance, I wanted to get my slack in ASAP, and the independent brake was faster to apply and could be gathering my slack as I was latching the selector lever into braking. As soon as I heard the contactors in the electrical cabinet and noticed the ammeter jump up a few points indicating the units were in dynamic braking, I advanced the lever about half way towards full on while releasing the independent. This was a tricky move, as one had to be very careful not to lock up and slide the wheels of the locomotive consist (not "lashup" as many railfans like to call it) which would result in flat spots on the wheels. On the older control stands, the throttle lever was also the dynamic braking lever; later model control stands have a separate dynamic braking lever. Also, careful handling was required when in dynamic braking with several units, as too much retardation could cause a severe slack run-in, which in turn could cause a light car to buckle outward and derail. This was not common, but one had to be aware of the possibility.

Our speed was down to about 45 when all of a sudden a very excited, nervous, high-pitched voice was screaming on the radio, "Eastbound stop, eastbound stop! Number 78, stop, we've derailed!" My first thought was to dump the air and initiate an emergency brake application, as an automatic emergency application had not yet taken place. If we had derailed, I wondered, why had the train not gone into emergency?

As I reached for the automatic brake handle, Nardi, a seasoned veteran, said, "Don't shoot 'em yet." So I made a full ser-

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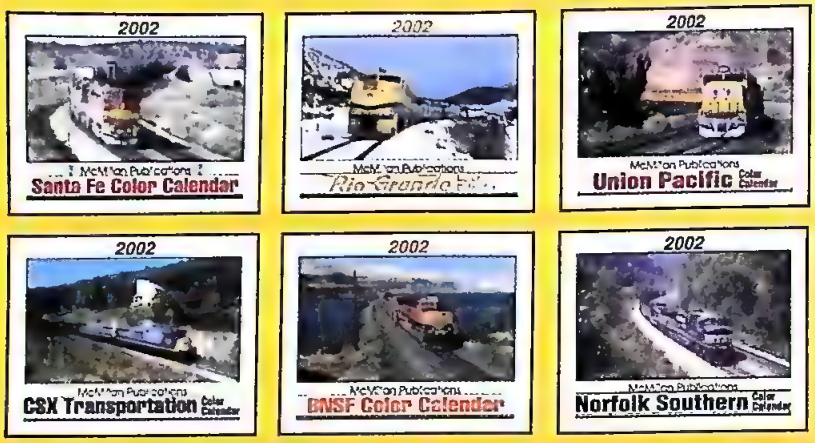

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vice application and she settled down and began to squat — come to a controlled, non-emergency stop. As we came to a dead halt, Nardi asked who told us to stop and wondered why we had not gone into emergency if our train had in fact derailed.

Now, in an almost recognizable voice, our conductor was again on the radio, telling us the rear end had derailed and to stop all westbound traffic, standard practice to prevent an opposing train from crashing into your spilled cars. His voice was now familiar, but moments earlier, we had no idea who was talking.

Shortly before everything started to fall apart for us, I heard engineer Gail Taylor (THE ENGINEER'S SEAT, September 2001) on a westbound coal train near Hayesville (Milepost N-671, a few miles east of Circleville), asking the Circleville operator for the signals to proceed through town. I immediately radioed "Big Daddy" and told him to stop east of town, as we had derailed and had him blocked. Gail acknowledged my transmission, gathered his slack, used the automatic air brake and made a quick stop outside town.

Again our conductor came on the radio, and said part of our train was on the eastbound main line and part was in the siding of the Ritts middle track. At this point, let me explain what the term "middle track" meant on the N&W. It meant just that, a track located between the eastbound and westbound main lines. Such tracks were connected to both the east- and westbound main lines at each end and were used not only as hand-thrown passing tracks, but also for car storage. In those days, the coal business was sporadic — crazy one month, then very low, then back up again. The N&W used the middle tracks to store loaded hoppers during the summer rushes and emty hoppers in the slack winter season. The Valley had middle tracks at Dugan, Sargents, Glen Jean, Lunbeck, Renick, Delano, Kingston, Dorney, Ritts, Dix, Miner and a few other locations. Most of the middle tracks have since been removed, at least from this part of the old N&W.

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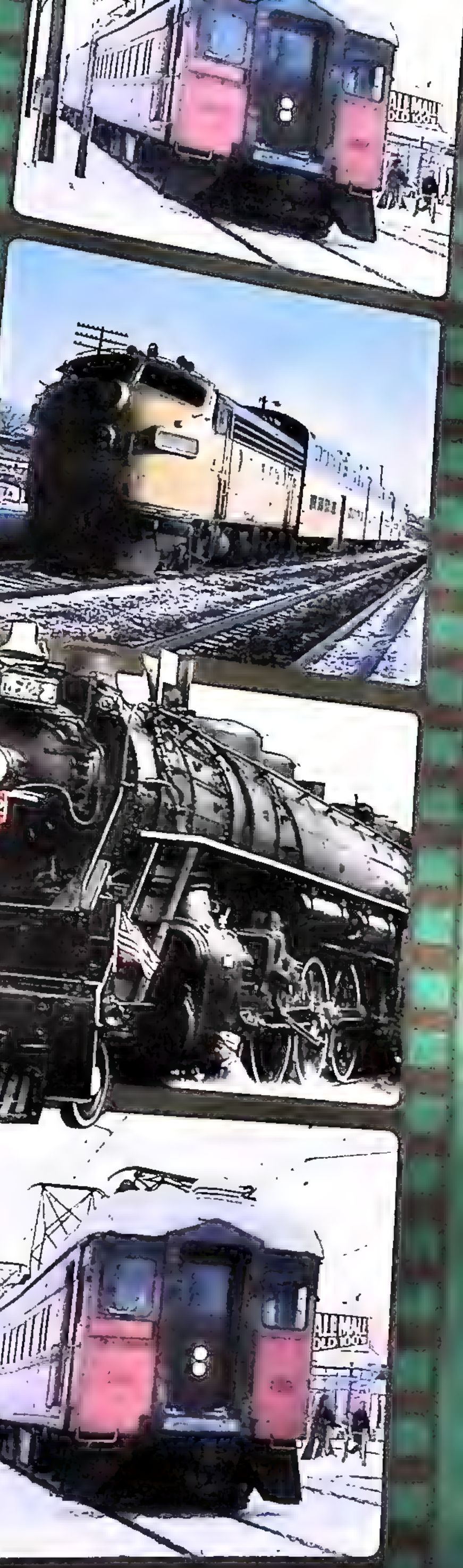

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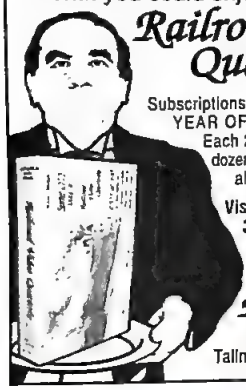

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But back to our story. The conductor said only one set of wheels of one car was off the rails. How was this was possible? How could our train could be in two tracks at once without the brakes going into emergency? About this time, a roadmaster who had been waiting in downtown Circleville for us to pass so he could follow us east to inspect his track from Roundtown to Chillicothe, had contacted the dispatcher in Portsmouth. He was given permission to set his hi-rail truck on the westbound main and see if he could help us and survey the damage. As the roadmaster approached, our head brakie and I flagged him down to ride back toward our rear end to see exactly what had transpired — we could not get a clear understanding from what our conductor had told us via the radio, as he was still nervously mumbling. All we knew was that something in our train had derailed.

As we neared the rear end about 60 carlengths down into the Ritts middle track, we could see a few cars of our train in the siding. However, as we had just passed along the east side of the head 120 cars of our train, we knew it was all on the eastbound main with nothing derailed nor any noticeable mechanical problems. As we arrived at the rear end, lo and behold, the second car ahead of the caboose, an emty Canadian National bulkhead flat, was resting with the No.1 axle of the lead truck on the eastbound rails, the second axle was derailed, and the entire rear truck was on the rails, but on the middle track. A piggyback flat with one loaded trailer of Pabst Blue Ribbon beer and the caboose were both on the rails, but in the siding. The partly derailed car was at an odd angle between the eastbound and the middle tracks. Further inspection revealed a six-foot length of tiedown chain dangling from the east side of the CN car, the last link showing a bright, new, clean break.

Again we all loaded into the roadmaster's truck, now with the conductor and flagman, and motored on to the Ritts west switch, where we found the switch in the reverse position, lined for the siding with the handle broken plumb clean off. Normally, the handle pointed west or geographically north. As No.78 passed the switch with the dangling chain bouncing along, the chain wrapped itself around the switch handle, moved the handle east and in turn threw the switch under the flat car, causing the rear end of the car to take the siding with the beer-laden piggyback flat and caboose dutifully following at 45 m.p.h., through a switch supposedly good for only 15 per!

The switch lock was intact and in place. The throw handle was snapped off cleanly. The chain had wrapped itself around the switch handle so fast at 45 m.p.h. it momentarily pushed the points over just a fraction, enough for the first set of wheels to catch the points and reverse them. All this violence, in turn, snapped off the bolts holding the throw rod together underneath the switch. The points remained reversed and everything else rode into the middle track. I recall all of us looking a the switch lock. The roadmaster looked under the hand throw and found the broken bolts on the throw bar and the insulation all chewed up where the bolt halves split apart.

On our way back to the caboose, the flagmaster (slang for flagman) told us what had transpired during the scary few moments in the caboose just before No. 78 came to a surprisingly smooth stop. They had heard the op at Circleville tell us we had something dragging and were preparing to start forward to find and correct the problem as soon as I stopped. As the train rounded the gentle left-hand curve just before the switch at the west end of Ritts, everything was fine. They felt the slack run in and could feel the train begin to slow.

Then with a horrendous lurch, the caboose went into the siding. They grabbed whatever they could and held on for dear life. The conductor asked the brakie, "What the g— d— hell is that wilda—ed idiot going into the siding at this speed for? He'll kill us all!" The brakie replied, "We ain't in the siding, we're on the main." From their respective positions in the cupola, it appeared, and was a fact, that the train was on both the main line and in the middle track siding. Later, both men remarked that it was a passenger train smooth stop in spite of the wild detour. Neither could believe that the unevenly-loaded piggyback flat had made it through that switch at 45 m.p.h. without overturning.

After discussing the situation, we decided to bring the head end on to Portsmouth. The roadmaster had a clamshell crane working at Circleville which could rerail the errant car. In the meantime, the roadmaster took us all to the head end and moved his hi-rail truck off the westbound track. Big Daddy's westbound coal train was turned loose east of town and when he came blasting by with his two big SD45s, Gail was standing out on the front of the lead unit shaking his large index finger at me and laughing.

We cut the train three cars ahead of the caboose. There was too much strain on the head end coupler of the bulkhead flat to uncouple it, so an extra car was left there. We stuck a red flag in the rear knuckle of what was now our last car, everyone was taken to the head end, and we continued on south. Nardi still did not fully understand what had happened, so the conductor rode the lead unit for several miles, giving him most of the details, craftily omitting the part about "What the g— d— hell is that wilda—ed idiot going into the siding at this speed for?" After the shack went back to a trailing unit, I told Nardi what the conductor said and he had a good laugh. Nardi said, "Tom, you amaze me. You're the very first guy on the N&W that ever got paid to take his engineer's exam (another tale we'll go into later) and now you're the first to go into the Ritts middle track at 45 and live to tell about it."

The handle to the switch was replaced, and — get this — installed facing the same direction, and you know what happened less than six months later. Another eastbound freight had a chain dragging and the chain wrapped around the switch handle, throwing the same switch under the middle of the train and derailing 23 cars.

Our conductor and flagman both lived through their terrifying ordeal and have since retired, and my good friend Nardi has since gone on to that Roundhouse in the Sky. What became of caboose No.518458? It was donated to the James Dickey American Legion Post No.23 here in Portsmouth in 1989 and put on permanent display. The conductor's handprints? They are still embossed in the hand grabs on the left side of the cupola for one and all to see!

We'd Like You To Meet

Introducing a new contributor

Alexander D. Mitchell IV

Born in December 1963 and raised in Selinsgrove, Pennsylvania, I missed by only 73 months the last of PRR steam on my hometown branch line (one of the last to see steam on the PRR), and had to be raised on GP9s and three-times-a-week locals. The rail bug bit all too early, aided by Richard Scarry books with detailed European trains and a father who was an early TT and N scale modeler. The layout may not have survived childish hands but the enthusiasm was implanted into my DNA.

My mother and father owned the *Selinsgrove Times-Tribune*, the local weekly. Being born and raised in a newspaper office and raised by photographers and an editor made their mark. My blood is now partially newspaper ink even to this day. I am probably the youngest person reading this who can say he has operated a Linotype, a Heidelburg press and moveable type, and one of my proudest possessions is the old rolltop desk from the "home office".

Reading *Trains* in high school kept me going, but it was heading to the University of Delaware in 1982 that proved to be my undoing. With the B&O main outside my dorm window, the Northeast Corridor across town and the Wilmington & Western a 45-minute bike ride away, my grades barely survived at first. I quickly found the other railfans on campus (including one reading R&R in the lounge of my dorm) and deepened my addiction; however, to this day I remain more a "loner" than a card-carrying member of every organization.

Returning home after graduation, I was coerced into joining the Central Pennsylvania Chapter NRHS in 1987 by the hard-sell of a certain short line president and member. Moving to Baltimore in 1992, I then joined the Baltimore Chapter. I try to remain an active member of both organizations, and also have done my best to quietly aid preservation efforts such as routing rolling stock to museums. Much of my current spare time is spent helping at the Maryland Rail Heritage Library, a joint Baltimore NRHS/Baltimore Streetcar Museum project.

My photos and articles have appeared in *Trains*, RAILFAN & RAILROAD, *Locomotive & Railway Preservation*, *Passenger Train Journal*, *Railpace*, *Delaware Today* and others. My first two books, *Washington D.C. Then and Now* and *Baltimore Then & Now* are available from Thunder Bay Press.

The Anglophile and Celtophile in me (deriving from my heritage) no doubt brought about my strong interest in British railways. I am a Life Member of the Deltic Preservation Society (which owns three 3300-h.p. 100-m.p.h. diesels from British Rail) and am trying to see if I can purchase a share of my favorite steamer, London & North Eastern 4472 *Flying Scotsman*.

Other distractions include covered bridges, lighthouses, Scottish and Irish traditional and contemporary music (will the ethereal "musicians" who hijacked the word "Celtic" please give it back?), and fine beer and wine.

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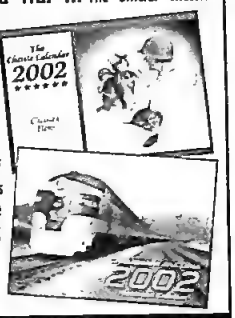

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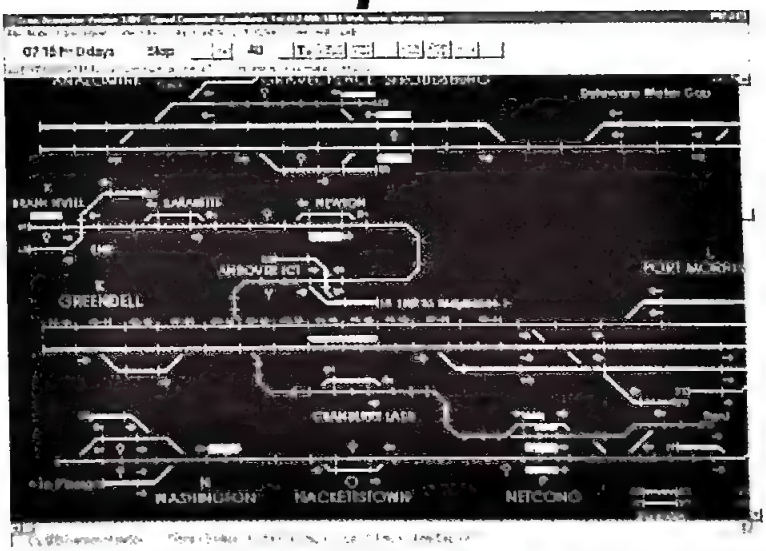

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The ***2002 All Pennsy Calendar*** is available from Audio-Visual Designs, P.O. Box 977, Herkimer, NY 13350-0977; avd@borg.com. This large format (16″×22″) calendar features twelve large b&w, and one color, images of the Pennsy at its best. The lone color shot is a Dave Sweetland shot of four FA2s on a freight in the snow at Altoona. Other images include a K4s at speed on the PRSL, Centipedes in freight service at Jack's Narrows, RSD7s at Gallitzin, E44s at Lancaster, and a J1 on Horse Shoe Curve. A must for any PRR fan.

The ***2002 New England Railroading Calendar*** is available from the Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-009; 617/361-4445; *www.mysticvalleyrs.org*. This full-color, spiral bound calendar opens to 10″×16″ and sells for $8.00 postpaid in the U.S. and $9.00 postpaid in Canada. Subjects include a night shot of MBTA 1117 at the Somerville, Massachusetts shop; a CN freight crossing the Back Cove trestle outbound from Portland, Maine; Conrail action at Palmer, Massachusetts, and MBTA PCC's at Milton, Massachusetts.

Market Street Railway, 870 Market Street, Suite 984, San Francisco, CA 94102-2904; 415/552-3055, *www.streetcar.org*, offers the beautiful, full-color ***San Francisco's Streetcars 2002 Calendar***. This 12″×18″ calendar features a wide variety of contemporary and historic San Francisco streetcar view. It costs $11.95, or $9.95 for Market Street Railway members.

Whistle on the Wind is Mid-Continent Raiway Musem's 2002 steam calendar. Featuring twelve b&w historic views of midwestern railroads and a full color cover showing the museum's Polson Logging Co. Mikado No.2 in action during Snow Train 2000, this 12″×18″ spiral bound calendar sells for $6.95 plus postage from Mid-Continent Railway Historical Society, Inc., P.O. Box 358, North Freedom, WI 53951-0358; 800/930/1385; *www.midcontinent.com*.

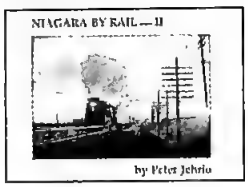
The ***Norfolk & Western Historical Society 2002 Calendar*** is available for $10.95 plus $3.50 shipping from N&WHS Sales, 2328 Orange Avenue NE, Roanoke, VA 24102; 540/342-0575; *www.nwhs.org*. The full-color, 12″×18″ calendar features SD40-2s at Iaeger, West Virginia; a hastily relettered ex-IT SD39; a nice roster shot of VGN Allegheny 906 at Princeton, West Virginia; a 1990 shot of NS (ex-NKP) SD9 No.56 at Bellevue, Ohio; clean, red SD40-2 No.6175; a GP9 and RS11 on a freight at Blackstone, Virginia, and an action shot of a Speno ballast cleaner at West Williamson, West Virginia. N&W steam is not ignored; the rear cover shows pristine Y6b No.2174 near War, West Virginia in 1959; 0-8-0 No.281 passing the Roanoke shops; and 4-8-4 No.610 on the *Powhatan Arrow* at Kenova, West Virginia.

The ***2002 Collectors' Calendar*** from Three Rivers Railroad Heritage Council features fifteen historic b&w photos from the Fort Wayne, Indiana area. Image quality varies, but the subject matter makes up for that. Subjects include NKP No.779 leading a doubleheader through snowy Vermilion, Ohio; Mikado No.3028 on the last Erie steam run from Huntington, Indiana to Marion, Ohio; PRR 6-4-4-6 No.6100 leaving Fort Wayne in 1940; a Fort Wayne trolley circa 1910; Pittsburgh, Fort Wayne & Chicago 4-4-0 No.199 in 1872; a shot of Calhoun and Main Streets in Fort Wayne, showing four interurbans and streetcars meeting in 1905; and a C&O Consolidation leading a K2 Mikado at Peru, Indiana in 1947. The calendar concludes with a stunning shot of a Wabash telegrapher handing up orders to the crew of a 4-8-4 at Fort Wayne in 1940. The 11″×17″ calendar sells for $8.00 plus $2.00 shipping from Three Rivers Heritage Council, Heartland Railway Museum, P.O. Box 12828, Fort Wayne, IN 46866-2828; 219/426-RAIL.

BOOK REVIEW

Niagara By Rail II

By Peter Jehrio from Coldwater Press, Ltd., P.O. Box 90, Boalsburg, PA 16827; 24 8½″×11″ pages, horizontal format, softcover; available through Carstens book depot for $7.95 plus $4.00 shipping; NJ residents add 6% sales tax.



When I first looked at this book, I was immediately reminded of the "Last Look" book series on Conrail predecessor roads that Bob Pennisi published back in the 1970s. This book is a low-cost, albeit fairly high quality, look at the region surrounding Buffalo, New York, with large (usually one per page) black & white and color photos illustrating the wealth of rail history in the region from steam in the 1950s to Conrail.

The best way to understand the scope of the book is to look at a few images. The front cover has a color photo taken by Jim Van Brocklin of Nickel Plate Berkshire 770 at Wesleyville, Pennsylvania, in 1954 while the back cover features a Ken Kraemer color photo of Livonia, Avon & Lakeville's tourist 2-8-0 No.38 working southeast of Buffalo. Between the covers are images such as an Amtrak train at East Palmyra, New York; a New York Central RS3 on a passenger train at Lockport in 1953 (in color); Lehigh Valley PA's in Buffalo; a Lackawanna Pocono outside Buffalo; an International Railway steeple-cab electric; Norfolk & Western 611 at Central Terminal and more. All the photos are printed bright and crisp, save for one muddy b&w image on the inside back cover.

Other volumes in this series include Niagara By Rail I and III and Pennsylvania By Rail I. If you're looking for a varied look across the years of a region with a lot of railroad variety, you're going to enjoy the entire series — and the price is right. — *S.B.*

by JIM BOYD

Billions and billions of slides

HAL CARSTENS has spent much of his adult life trying to come up with the ultimate system for filing his slides and negatives, and it seems that he has spent the last 30 years sorting out and cataloging what he shot in the first 20 years. That's about the ratio between shooting and filing: a year-and-a-half cataloging for a year of shooting. You *have* to live long and prosper just to get all your slides labeled!

I should be so well organized.

I have a couple of rooms full of banker's boxes that hold hordes of little yellow 36-exposure Kodak boxes. The computer data base that keeps the whole mess organized is usually covered with a baseball cap to keep it from getting sunburned in the summer. I pity the poor guy who has to sort those out after I'm permanently deposited where the sun don't shine.

There are some lessons here, though, that I've finally figured out now that I'm "using" my slide collection more than I'm expanding it. There are some simple and quick things you can do as you go along to keep at least a minimum amount of organization even in a very big slide collection.

Unless you have a very specific use for your slides – like roster shooting and slide swapping, where you'd sort and organize by railroad or locomotive type – there is only one truly universal organizing system that can cover a 36-exposure box of slides, regardless of subject matter: *time*!

Each of those standard-size cardboard banker's boxes in my back room holds the slides shot in one calendar year. Regardless of location or subject, you can almost always remember *when* you took any given shot, and you'll never have to sort through more than a year or two of material to find it. The system works amazingly well and only falls down when I deviate from it for a specific project. In the past, I would pull stuff for a magazine article or an EastRAIL show and create a smaller box of "Steam Show" or "Night Shots" stuff. Get a bunch of those going, and the neat chronological system disintegrates into yellow chaos. I try to return all those special project boxes back into the yearly system as soon as I've finished the project.

The secret to the chronological system is to date and identify the boxes as you go. Get a good permanent felt-tip pen to mark your slide boxes as soon as you get them back from the processor. Simply mark the dates, specifically by the day, if you can, but by the month and year at the very minimum. You'd be surprised how quickly you can sort through a year of shooting with just that minimum information on each slide box.

I have never had the patience to mark and label every slide, and I admire Steve Barry for his dedication in doing just that. Both he and Hal have set up a computer data base into which they enter the subject description of each slide. I'd go nuts doing that – and with the size of my slide collection, which began in 1963, I'd never live long enough to complete the project, and I'm not about to spend the rest of my life labeling slides for whoever gets the collection when I'm dead and gone. I'd rather use 'em in books and magazine articles while I'm still here.

When I gather material for a slide show or book project, I pull the slides I need and store them in 20-slide clear plastic sheets for handling. I made a handy light box for viewing slides by taking a long fluorescent light fixture and a two-by-four-foot sheet of milky plexiglass that I just lean up against the wall opposite the couch and can sit there and view and sort the slide sheets. Building a permanent light table or using those inexpensive plastic slide viewing stands can also come in handy. The only problem with the plastic stands is that they tend to be "touchy," and a slight bump can wipe out an hour of careful sorting.

Using the slide sheets, you can review an incredible number of images in a very short time and avoid that "every-slide-looks-like-the-next" syndrome you get into when you try to sort stacks of slides on a desk. I have almost by default built up a couple of hefty piles of slide sheets holding my very best images for quick reference when needed.

I just got a phone call from Mike Schafer, who needs a couple of color images of Civil War era equipment for a passenger train book he's working on, and I'll be able to find a half dozen images of the V&T *Inyo* at a Railfair and a museum operation or two with less than an hour of effort, thanks to the stack of slide sheets on hand from my recent *The Steam Locomotive* and *The American Freight Train* book projects.

And Mike reminded me to mention that you should get a rubber stamp with the trademark register symbol (R) and your name, and stamp it on *every* slide you send or loan out. That will ensure that the editor will will be able to return or credit the image properly, and it will tend to discourage those who would duplicate or sell it.

I realize that not everyone is gathering slides for books, but these same organizational methods work equally well for slide shows. You can use the slide sheets to view and select images and then drop them right into the Carousel trays (80-slide trays only, please). Keeping a few Carousels intact can provide an "instant program" if you get called upon for an impromptu presentation. Carousel trays, however, can be very inefficient space-wise for storing "raw" material.

From the standpoint of compact storage, you can't beat the traditional "Logan box," which will hold hundreds of snugly packed slides, but they are also a bit of a hassle to retrieve and view the subjects. The tightly sealed metal boxes, however, are probably the *safest* way of storing slides and may even protect them even through a fire.

Whatever method you use, remember that direct light can seriously deteriorate slides, so store them where it's dark, dry and cool. This is particularly important when using the clear slide sheets.

For now, just think about how you want to store and retrieve those hard-earned images. Organization is easy if you do it "as you go" and nearly impossible to do later.

SOUTHERN PACIFIC'S
San Joaquin Valley Line
by Tom Dill

Following Tom Dill's first two All-Color books on SP operations, SP's Colorful Shasta Rt. and Historic Overland Rt., this is an All-Color book on one of SP's Lines never before covered in such depth - the San Joaquin Valley Line between Oakland and LA via Tracy, Fresno Bakersfield, and Tehachapi. See SP's last steam stronghold during the mid-1950s. There's many first generation diesels as well as some early second generation units.

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Railnews

This month's top stories and photos

Amtrak

ACELA FALLS SHORT: After eight months, Amtrak Acela is trailing ridership projections by six percent, revenue projections by three percent, and service guarantee reimbursements are three times higher than expected. And the highly touted daily New York-Washington nonstop run was so lightly patronized that the schedule was changed to include intermediate stops. On the plus side, Acela had carried 250,000 passengers by the end of July.

BNSF/NS

SEAMLESS TRAILER TRAINS: BNSF and Norfolk Southern have instituted coast to coast intermodal trailer trains to complement the transcontinental container trains established earlier this year. Running between Long Beach, California, and Ashland Avenue, Chicago, the BNSF trailer trains are P-LBCNYC1 eastbound and P-NYCLBC1 westbound. The NS symbols between Ashland Avenue and Croxton Yard in the New York terminal are 20W eastbound and 21W westbound. Motive power is not pooled; the trains swap power at Chicago.

BAR/Iron Road

BANKRUPTCY LOOMS: Helm Financial Corporation, Union Tank Car Company, and Ebenezer Railcar Services have asked the U.S. Bankruptcy Court in Bangor, Maine, to determine whether Iron Road Railways should file for Chapter 11 bankruptcy protection. The three creditors claim they are owed over $7 million by Iron Road, which is not making payments.

At the same time, Rail World, Inc., headed by Edward A. Burkhardt of Wisconsin Central fame, is heading a consortium to purchase Iron Road's New England railroads, including Bangor & Aroostook, Canadian American, Quebec Southern and Northern Vermont. Rail World's partners include the Wheeling Corporation (Wheeling & Lake Erie) and independent investors including top W&LE management and former Union Pacific and Southern Pacific president Jerry R. Davis.

CSX

LOCOMOTIVE STANDBY SYSTEM: CSX has developed a revolutionary new locomotive operating system which reduces fuel consumption and meets EPA tier 0 emissions limits. CSX estimates annual fuel savings of 25-30 million gallons once its 3600-unit fleet is equipped with the system.

The system incorporates an auxiliary power unit that automatically shuts down the main locomotive engine at idle, yet maintains all vital main engine systems with greatly reduced fuel consumption while reducing nitrous oxide emissions by 92 percent at idle. Annual fuel savings per unit are estimated to be 8000 gallons. The auxiliary power unit is the only EPA-certified engine idle reduction system available to the industry. CSXT and International Road & Rail of London, Ontario, Canada, have formed EcoTrans Technologies to manufacture and sell the new system. The new company will be based in Jacksonville, Florida.

NTSB RULES ON OHIO RUNAWAY: The Federal Railroad Administration has ruled that CSX Transportation violated no safety procedures on May 15th, where an unmanned train ran away for 66 miles south of Toledo, Ohio, before it was stopped. The agency placed all blame for the incident on the train's engineer.

Florida East Coast

REMOTE CONTROLLED SWITCHERS: FEC plans to equip five locomotives with remote control for use as yard switchers. The goal is not crew reduction; yard crews will still consist of two people. Having both people working on the ground is expected to speed switching at flat yards.

I&MRL

FOR SALE? I&M Rail Link may soon be for sale. RailAmerica Inc., Dakota, Minnesota & Eastern, Rail World Inc., and Iowa Pacific Holdings LLC have all recently expressed an interest in purchasing the railroad.

Kansas City Southern/I&MRL

JOINT CARLOAD SERVICE: Kansas City Southern and I&M Rail Link have shaved two full days off carload transit times in both directions between Shreveport, Louisiana, and Davenport Iowa. The new rapid run-through service adds carload freight to existing grain trains which bypass Knoche Yard in Kansas City.

New England Central

EXPANDED COMMUTER SERVICE: Vermont transportation officials are interested in establishing commuter service from Burlington to the suburb of Essex, site of a large IBM plant which is the region's largest employer. On August 14th, a special passenger train operated over the New England Central route. The state hope to begin service in less than two years, provided that $25 million can be found to pay for stations and track improvements.

Norfolk Southern

AUSTELL TERMINAL OPENS: Norfolk Southern's long-awaited Atlanta area intermodal terminal at Austell, Georgia, officially opened for business on July 30th, allowing NS to improve service in several lanes. Savannah-to-Atlanta traffic will save a day's transit time, and Atlanta-Chicago service will improve by three hours. On August 22nd, NS reestablished trains 213/214 linking Memphis, Tennessee, and Atlanta, Georgia, with Harrisburg, Pennsylvania, and the New York Terminal.

LINK MUSEUM APPROVED: On August 9th, Norfolk Southern donated 2-6-6-4 No.1218 to the City of Roanoke, Virginia, for display at the Virginia Museum of Transportation. On the same date, the O. Winston Link estate, the History Museum of Western Virginia and Center in the Square formally agreed to open the O. Winston Link Museum in the former Norfolk & Western Roanoke passenger station.

NJ Transit

HIRES INDUSTRIAL DESIGNER: NJ Transit has hired noted industrial designer Cesar Vergara as the first Chief Designer of a North American regional transit agency. Currently, Vergara is working on paint schemes for NJT's new locomotives and buses, among other projects. During his ten-year career with Amtrak, Vergara designed the P42-9 Genesis passenger locomotive carbody, the Pacific Surfliner and Superliner II cars, and styled the Cascade Talgo's interior and exterior.

PCC ERA ENDS: Friday, August 24, 2001, marked the end of the PCC era on the Newark City Subway. In 1953, NJ Transit predecessor Public Service Coordinated Transport equipped the line with 24 PCC's purchased from the Twin Cities Transit Company of Minneapolis. Sixteen Kinkisharyo low-floor LRV's will replace the cars.

VIA Rail

GENESIS DIESELS ON TAP: General Electric will begin building the VIA Rail P42-9DC order in early September. The units will sport a completly new VIA paint scheme and will be literally kept under wraps until their official October unveiling in Montreal. The units will be built to support the LRC trains' tilt function.

Western New York & Pennsylvania

NEW SHOP, POWER: WNY&P erected a new, two-stall enginehouse at its Falconer, New York, hub in early August. All four Alco C430s, slated for possible service on the WNY&P, were being overhauled at the Livonia, Avon & Lakeville shop in Avon at the same time.

Wisconsin & Southern

FOX LAKE BRIDGE DETOURS: In early August, an inspection of Wisconsin & Southern's Fox Lake bridge located between Nippersink Lake and Pistakee Lake, Wisconsin, showed that it was possibly in danger of collapse and was immediately taken out of service. WSOR traffic was rerouted over Wisconsin Central between Schiller Park, Illinois, and Slinger, Wisconsin, and over Union Pacific's Harvard Subdivision. Metra commuter trains operate over the Wisconsin & Southern line between Rondout, Illinois and Fox Lake, but don't cross the bridge. WSOR operates freight service west of Fox Lake to Madison and Janesville, Wisconsin.

Railnews

This month's top stories and photos

DON R. FLYNN

BNSF Shipper's Special

On July 31st, BNSF ran a *Stockton Shippers' Special* from San Bernardino to Stockton, California. Riders toured the Yellow Freight facility in San Bernardino, then rode to Stockton where they toured BNSF's new Stockton Intermodal Hub. The westbound trip was photographed rounding Tehachapi Loop (**above**).

Alco Anniversary Weekend

Delaware-Lackawanna RS3s 4118 and 4103, in the colors of previous owner Delaware & Hudson, run past D-L M636 No.3643 at Nay Aug Tunnel on August 11th. Two days of photo opportunities and fan trips marked the 100th anniversary of Alco and the 150th of the Delaware, Lackawanna & Western (**right**).

STEVE BARR

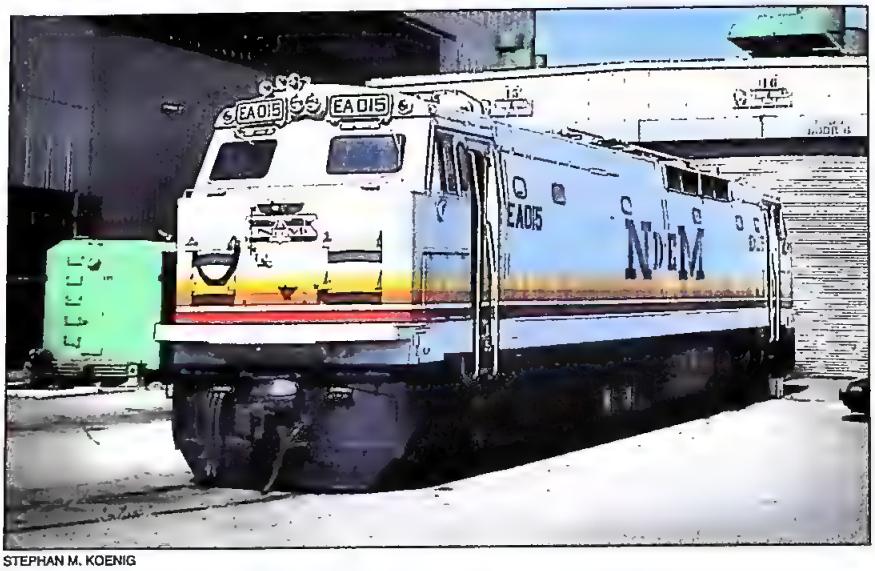
PIERRE OZORAK

York-Durham Heritage RS3

The York-Durham Heritage Railway of Uxbridge, Ontario, operates pristine ex-Ontario Northland RS3 No.1310 (**left**) along with ex-DW&P RS11 No.3612. YDHR recently acquired a second RS3, former SOPOR No.22, ex-Roberval-Saguenay No.22, from Baie Comeau, Quebec.

Se Habla Français?

NdeM E60 electric EA015 was at Canadian Allied Diesel, located in the old Montreal Locomotive Works plant in Lachine, Quebec, on July 16th (**right**). The unit is reportedly being evaluated in conjunction with the possible electrification of GO Transit's commuter lines.



STEPHAN M. KOENIG

GTW Northern Steams

Ohio Central's former Grand Trunk Western 4-8-4 No.6325 returned to service on July 30th when the locomotive was fired and steamed. On August 1st, the locomotive was towed to Newcomerstown, Ohio, and made the return trip back at low speed as its first test run (**below**). No.6325's first excursion is scheduled to be Columbus to Dennison, Ohio on September 22nd.

MARK PERRI

JOHN BIEHN

Cheyenne Frontier Days

Union Pacific No.3985 pulled this year's Denver to Cheyenne Frontier Days excursions on July 21st and 22nd. The excursion, sponsored by the Denver *Post*, passes under the BNSF bridge at Cheyenne, with DD40AX No.6943 assisting (**right**). The ferry moves between Cheyenne and Denver ran with an E9B behind the Challenger.

JOSEPH M. CALISI

Long Island G5 Moved

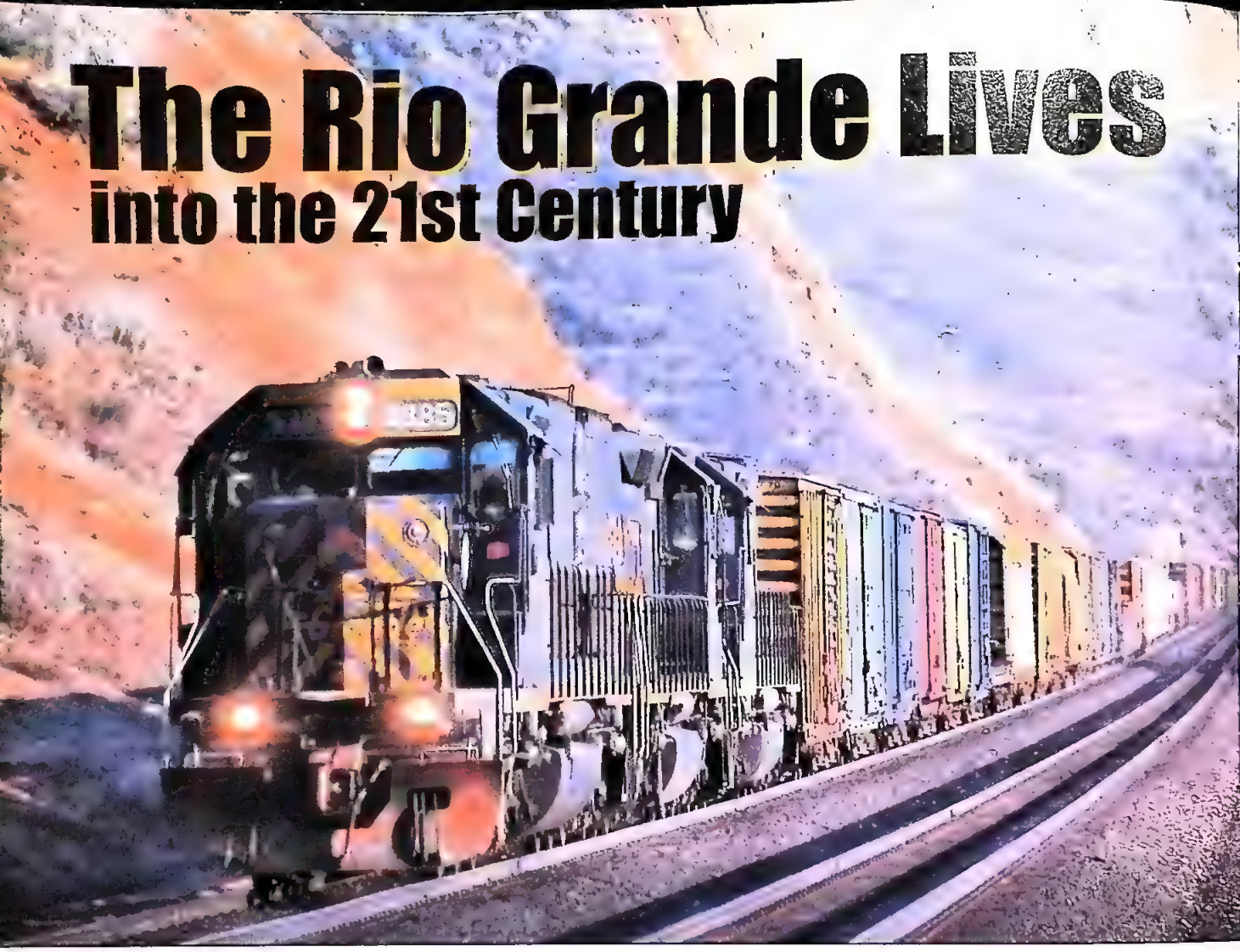
The boiler of Long Island Rail Road G5 Ten-Wheeler No.35 is hoisted off its frame as the locomotive is moved from its display site at Mitchell Field, Long Island, to a new museum location at the Teddy Roosevelt Memorial Park in Oyster Bay, New York, on August 2nd. No.35 was disassembled into its major components which were taken by truck to the new location (**left**).

CPR Hudson Overhauled

Canadian Pacific Hudson No.2816 has returned to service after being rebuilt at BC Rail's steam shop. In mid-August, the engine made several trips from Sapperton to Mission, British Columbia. Except for a minor lubrication problem and a few warm bearings, the locomotive, minus its boiler jacketing, ran well. The second test train was returning from Mission at Ruskin on August 17th (**below**).

STEVEN J. BROWN

The Rio Grande Lives into the 21st Century



Armour Yellow diesels? Not here, not yet, thank you/Frank Keller

Photography/the author

FROM SALT LAKE CITY to Denver to Pueblo it is still possible to find trains powered by Rio Grande locomotives running on former Rio Grande track. Currently, five Rio Grande SD50s, 19 SD40T-2s, one GP40, 22 GP40-2s, and two GP60s actively roam Union Pacific's system; all the GP30s, GP35s, and SD45s have been retired. Although not all these units can be found on the former Rio Grande at any one time, there are places that Rio Grande units tend to congregate.

One "Grande-ly" painted location is Helper, Utah. During 2000, ten to 13 Rio Grande tunnel motors were the norm here. These units were used in helper service and provided the power for the two locals that call Helper home. The Monday-through-Saturday trash train was usually assigned three units and runs from the yard at Helper to the dump at Columbia on the Sunnyside Branch. The CV local was

ABOVE: **Rio Grande SD40T-2 5385 has just exited the tunnel beneath Billie's Mountain on the Soldier Summit line in Utah as it bursts into late afternoon sunshine on March 8, 2001.** BELOW: **SD40T-2s 5342 and 5385 rest between assignments at Helper, Utah, on June 29, 2000.** OPPOSITE TOP: **GP40-2 3121 passes the depot in Alamosa, Colorado, after returning from Antonito with outbound loads from the perlite plant on March 2, 2001.** OPPOSITE MIDDLE: **SD40T-2 5345 and two sisters shove hard on the rear of train MDVRO at Kyune Tunnel west of Helper on March 8, 2001. The units will cut off at Colton and return light to Helper.** OPPOSITE BOTTOM: **With a thunderstorm brewing, the sun pops through the clouds just long enough to illuminate train MDVPU at South Colorado Springs on March 2, 2000.**

usually assigned two units and switches the industries in Price, Utah, as well as those on the CV spur east of Price. The big assignment, often using four to seven tunnel motors, was helping loaded westbound coal trains and heavy westbound manifest trains to the top of Soldier Summit, elevation 7440 feet.

Unfortunately, change came in the spring of 2001 as Union Pacific began using DPU on loaded westbound coal trains, freeing up most of the tunnel motors for other duties. Currently four tunnel motors remain in Helper, mainly to power the trash train, CV Local, and the occasional work train.

Grand Junction, Colorado, is another location where you are likely to encounter Rio Grande power. Grand Junction is the home terminal of several locals, some of which are regularly assigned Rio Grande

GP40/40-2s. The Sunday-through-Thursday Minturn local usually rates two units and runs east to Lacy, venturing as far east as Gypsum on the former Tennessee Pass main line on Mondays and Wednesdays. The Montrose local also is regularly assigned Rio Grande power. This train runs south from Grand Junction to Montrose on Fridays only, and usually rates two GP40/40-2s. In addition, the Landmark local often draws Rio Grande units. This job works the industries west of Grand Junction, often running as far west as Cisco, Utah, to drop containers loaded with hazardous waste. These containers are then unloaded and trucked to their final destination south of Moab, Utah. Occasionally, Rio Grande tunnel motors might substitute for the four axle units, as happened earlier this year on the Minturn local and more recently on the Potash local. The Potash local serves the Cane Creek Branch south of Brendel, Utah, and hadn't seen a Rio Grande unit in quite some time.

Denver, former headquarters of the DRGW, still hosts Rio Grande activity. The summer of 2000 found Rio Grande

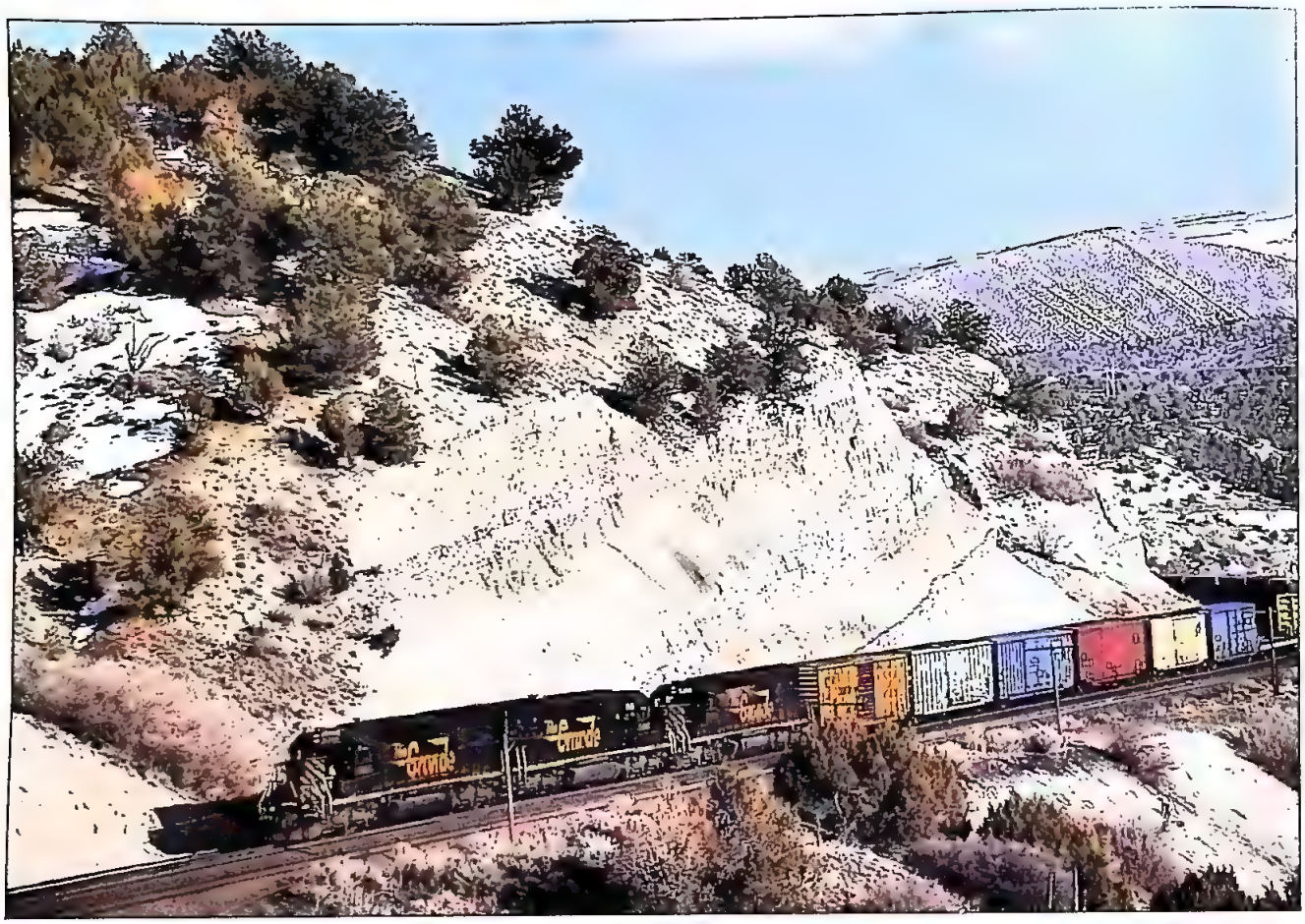
GP60s 3154 and 3155 pulling the *Ski Train* between Denver and Winter Park for various summer events. When not in *Ski Train* service, the GP60s could generally be found powering Denver to Pueblo manifests on the Joint Line.

During 2001, the GP60s have primarily operated in Texas. Replacing them on the Denver-to-Pueblo runs has been an influx of Rio Grande tunnel motors, and over the last several months it has been possible to see solid sets of Rio Grande SD40T-2s powering the daily MDVPU (manifest Denver to Pueblo). Generally scheduled to leave North Yard in Denver at 5:00 p.m. (although it often leaves earlier), this train is a Rio Grande fan's dream. It often arrives at Palmer Lake in the early evening, making it possible to work all day and still photograph Rio Grande power in the late summer sun. The ultimate was a six-unit set of Rio Grande power on Father's Day 2001. Five tunnel motors and an SD50; not bad in 2001!

Another good bet for Rio Grande power is the local operating out of Denver's North Yard. This local operates Monday/Wednesday/Friday on the Joint Line south to Sedalia, and Tuesday/Thursday/Saturday west to Plain on the Moffat Route. Lately, power has been three Rio Grande GP40-2s. On occasion, these same units will work the transfer between North Yard and Union Pacific's 36th Street Yard.

It's also possible to see the occasional Rio Grande unit on Moffat Route through trains. Earlier this year this was more common, as the tunnel

OPPOSITE TOP: **Light helpers pass through Kyune, Utah, on March 7, 2000, after assisting train MDVRO to the top of Soldier Summit.** OPPOSITE BOTTOM: **GP60 3155 is in charge of the eastbound summer *Ski Train* as it scoots through Rollinsville, Colorado, on July 1, 2000. While the winter *Ski Train* usually operates with F40s, the GP60s returned to the train for summer duty.** ABOVE: **A trio of SD40-2s (5385, 5407 and 5356) charge through Castle Gate, Utah, on March 8, 2001. On the rear are three more tunnel motors.** BELOW: **On Father's Day 2001 Union Pacific put together a consist that was hard to believe. Six Rio Grande units power southbound tonnage over the Joint Line at Spruce, Colorado. In minutes they will crest the Palmer Divide at Palmer Lake and begin the descent to Pueblo.**


The Crescent
The Crescent

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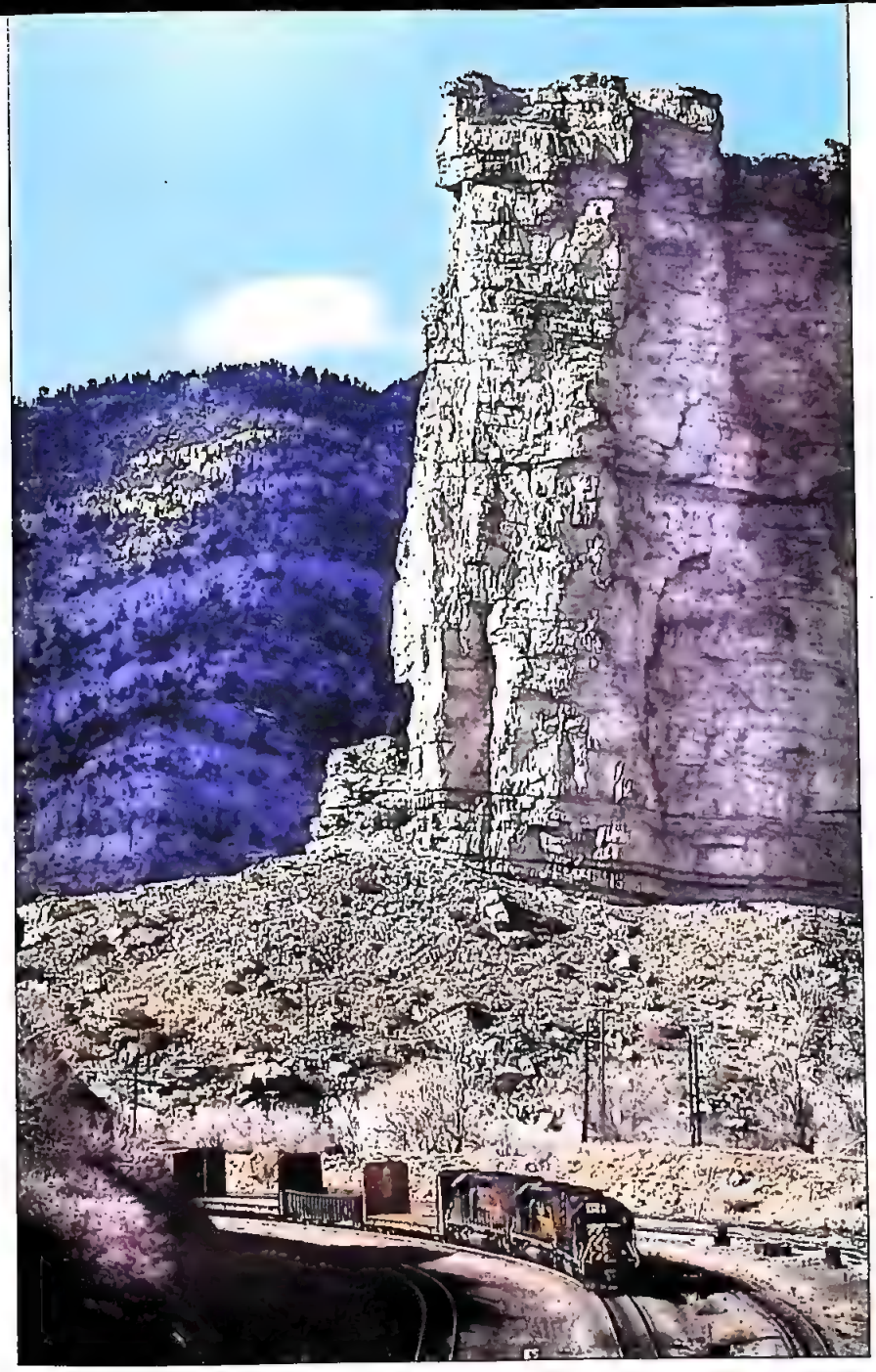


Remaining active Rio Grande-painted units on Union Pacific's roster

Model	DRGW No.	1st UP No.	2nd UP No.
GP40*	3060	718	Not Assigned
GP40-2	3096	5251	1351
GP40-2	3097	5252	1352
GP40-2	3100	5255	1355
GP40-2	3101	5348	1448
GP40-2	3103	5257	1357
GP40-2	3104	5258	1358
GP40-2	3105	5259	1359
GP40-2	3109	5262	1362
GP40-2	3110	5263	1363
GP40-2	3111	5264	1364
GP40-2	3114	5267	1367
GP40-2	3116	5242	1342
GP40-2	3117	5268	1368
GP40-2	3118	5269	1369
GP40-2	3120	5243	1343
GP40-2	3121	5244	1344
GP40-2	3123	5246	1346
GP40-2	3126	5248	1348
GP40-2	3127	5272	1372
GP40-2	3128	5249	1349
GP40-2	3129	5345	1445
GP40-2	3130	5346	1446
GP60	3154	5700	1900
GP60	3155	5701	1901
SD40T-2	5342	4000	8570
SD40T-2	5349	4038	8608
SD40T-2	5354	4042	8612
SD40T-2	5356	4044	8614
SD40T-2	5361	4048	8618
SD40T-2	5365	4052	8622
SD40T-2	5371	4057	8627
SD40T-2	5375	4060	8630
SD40T-2	5376	4061	8631
SD40T-2	5377	4062	8632
SD40T-2	5384	4067	8637
SD40T-2	5385	4068	8638
SD40T-2	5389	4012	8582
SD40T-2	5390	4013	8583
SD40T-2	5398	4021	8591
SD40T-2	5401	4024	8594
SD40T-2	5407	4029	8599
SD40T-2	5410	4031	8601
SD40T-2	5413	4034	8604
SD50**	5501	5095	9975
SD50**	5503	5097	9977
SD50**	5506	5100	9980
SD50**	5507	5101	9981
SD50**	5515	5109	9989

*Last small-lettered Rio Grande unit in active service
**SD50s will not receive 2nd UP number

OPPOSITE TOP: **SD40T-2 5385 rounds the corner at Detour, Utah, on a beautiful early spring day, March 8, 2001.** OPPOSITE BELOW: **GP40-2 3097 with the South Local switches the lumber and scrap facilities on a short spur in Englewood, Colorado, on July 3, 2000.** ABOVE: **Quintessential Rio Grande — three D&RGW tunnel motors are the rear end helper on train MDVRO for the climb up Soldier Summit as the train passes through Castle Gate, Utah, just out of Helper on March 8, 2001.**

motors currently working on the Joint Line powered the two daily manifest trains between Denver and Salt Lake City, often in the lead. Out of Denver the MDVRO would often have two or three Rio Grande tunnel motors followed by any number of larger coal train units. The coal train power was usually dropped off in Grand Junction leaving the Rio Grande tunnel motors to power the train across Utah. Often Salt Lake City would simply return these units to Denver on the next MRODV. This cycle presented the photographer with many opportunities to photograph Rio Grande powered trains during 2001.

One additional train that usually runs with some Rio Grande power is the Monday-through-Friday train between Pueblo and Alamosa, Colorado. This train is usually assigned six four-axle units and can have anything Union Pacfic owns, although this usually includes Rio Grande power. Lately, this train has included one Rio Grande GP40-2. Another notable feature of this train is that it runs with a Rio Grande caboose. Arriving in Alamosa, the train is broken up into two locals; one heads south to Antonito to switch the perlite plant and the other heads west to switch the interchange with the San Luis Central. If the Pueblo-to-Alamosa train has Rio Grande power these units are often used for the locals. Union Pacific also keeps a switcher at Colorado Springs, and often this is a Rio Grande GP40-2.

Although the ranks of Rio Grande units are thinning fast, it is still possible to catch Rio Grande powered trains on former Rio Grande track in the year 2001, almost five years since the Southern Pacific/Union Pacific merger. One can only hope that this will continue for a few more seasons.

Steamerama II on the Soo Line

Pacific 2719 repeats a 1959 performance — and faces an uncertain future/Tom Kelcec

TWO SAYINGS come to mind to describe the circumstances here: "Phoenix Engine" and "It's Déjà Vu All Over Again." The first phrase relates to the recently completed repair of this 1923, Alco-built, 75-inch drivered Pacific after a sideswiping incident in 1999. The second saying summarizes the circumstances surrounding this year's June 16th and 17th operations: it ran its last miles in regular service on a June 21, 1959, circle fantrip from Minneapolis to the same town almost 42 years ago to the day. While many say "you can never go home again," in this case both the City of Ladysmith and the 2719 did. Two flawless trips, great car hosts and excellent planning ensured over a thousand riders had a great time.

1959 versus 2001

Certainly, 2719 was the centerpiece in both events. The City of Ladysmith is still on a major regional rail route, and its depot is still manned. But many rail-related structures have been torn down, including the double-spouted water tank. A special and excellent commemorative booklet was produced for both trips and given to each passenger. In both years, while some rain fell, hundreds of people were on the train(s) with more trackside. Also in both years, there was an air of melancholy, as people thought they were watching the last runs of steam forever. But in 2001, the 2719 is in better shape than ever, cab rides were auctioned on eBay and handheld, digital temperature sensors could shoot all the bearings accurately whereas standard practice decades ago had been the touch of one's hand. (After the recent repairs, 2719 runs very, very cool).

Steamerama II Background

Under the recent excursion rules of the Wisconsin Central, each locomotive/train/trip operator could sponsor (and run) only one trip annually. A loophole existed, however; if a shipper or on-line community wanted to sponsor a trip using an operator's equipment, that trip could run in addition to the single one authorized. Enter Ladysmith, in the form of the City Council, City Administrator Al Christianson and Mayor Fred Hennekens (who was twelve back in June 1959 and remembers that trip). They wrote the railroad proposing a remake of the 1959 farewell excursion in conjunction with other town festivities, all commemorating the centennial of Rusk County. In more déjà vu, the current trips were publicized as the last excursions under Wisconsin Central corporate oversight and, pending the WC's merger with Canadian National, possibly the last excursions on Soo Line rails ever. Since the WC does not organize such excursions, they referred the city to the volunteer Locomotive & Tower Preservation Fund (L&TPF), a group based out of Eau Claire, Wisconsin. The L&TPF has worked directly with the WC in arranging prior excursions and has an excellent reputation.

Logistics for the weekend included integrating the work of many. The L&TPF supplied the 2719, all six of

their coaches (ex-Algoma Central, now lettered Chippewa Valley with "CVRX" markings) and handled all of the promotion and ticket sales. Party Trays Plus of Eau Claire supplied food service for the coaches. The Wisconsin Great Northern out of Spooner was subcontracted to supply four premium cars for the rear of the train (*Lac View Desert, Palm Beach, Caritas* and Soo Line 1000), two food service cars, and the formal meals in the premium cars, under Greg Vreeland's supervision. Two more coaches were leased from WC (in Algoma Central livery), which also provided the open platform business car *Agawa Canyon* as a crew car. The city helped with security and safety, funded the excellent souvenir booklet, arranged for T-shirts, cleaned the cars, supplied lots of water, arranged for coal loading and handled sanitation. The L&TPF and WGN handled car hosting. It seemed that every passenger interviewed was very favorably impressed by everything they came in contact with.

The L&TPF's experience over the past couple of years running various trips around Wisconsin showed that the train riding market dictates an all day trip through good scenery with a substantial train in order to make the economics work. So, two round trips were planned out of Ladysmith, one north to South Itasca (just short of Superior, a 200 mile round trip), and one south to Junction City (just north of Stevens Point, a 190 mile round trip). Both destinations have wyes. As a tribute to the L&TPF and the City of Ladysmith, both trips sold out, with passengers from as far away as the east and west coasts, including NRHS President Greg Molloy. But the vast majority of passengers were local folk, often several generations of one family, or family reunions, with more than a few ex-Soo employees. Saturday's trip north would be the first steam excursion to Superior, and Sunday's trip south the first opportunity for the general public to ride between Ladysmith and Junction City since 1965 when the *Laker* was discontinued.

Ladysmith still sees many WC trains each day and has not forgotten its railroad heritage. John Terrill, editor of the Ladysmith *News,* is a local force in the railroad preservation scene. Much of the railroad paper and hardware displays in the town's visitor center are John's, and he wrote and designed the excellent souvenir booklet given to every passenger. The city's visitor center, built in the image of a classic country railroad station, has displayed outside Soo FP7A No.500 as well as an RPO, combine and first class coach. The diesel, the Soo's first passenger unit, was acquired by the city in 1986 and cosmetically restored in 1991. A portion of the proceeds of these trips will be used to repaint the unit as well as continue refurbishment of the L&TPF passenger fleet. The town also has on display another Alco product, Soo No.1011, a 1920, Brooks-built 2-8-2 donated to the town in 1960. It is under cover and has had cosmetic restorations in 1982 and 1999.

Well-planned, well-executed

Ferry runs on the WC recently have been timed to the operation of WC locals, with the Soo steamers (2719 and Mikado 1003) becoming part of their consists. Thus, with limited local schedules, positioning movements can take place several days before and after the main event. This was the case here, in a two step process — via the UP from Altoona to Chippewa Falls (only on a Wednesday), then via the WC, with a few passenger cars, from there to Ladysmith. But the best laid plans went awry due to a miscommunication, so the 2719 ended up running by itself from Chippewa Falls to Ladysmith, putting in a flawless run for a limited number of attendees on Thursday. Most of Friday was spent switching cars in town and making final preparations.

Saturday dawned clear and cool, and it seemed that the entire core of the town was devoted to the train, parking and a festive air. A safety meeting for the operating crew was held while passengers of all ages bought souvenir shirts and hats and, of course, had their pictures taken with the locomotive. Leaving a half hour late, awfully good for such a long train, no time was lost on the high-speed run north through unspoiled woods, wetlands and the occasional town, except for one northbound meet at Murray. At 19 trailing loads (coaches, diesel, gondola and tank car) this is likely the heaviest train the 2719 has ever pulled, and it worked wide open most of the day, right up to the 50 m.p.h. speed limit. Assistance from the WC diesel was only required on the long grade south from Superior and on two starts. Southbound, severe weather in the form of thunder storms, lightning and hail provided interesting environmental experiences for the engine crew, such as running over a coating of hail on the rail. This day, Gary Bensman ran the engine, Dave

OPPOSITE: **Soo Line 4-6-2 No.2719 poses at Ladysmith, Minnesota, on June 15, 2001, the day before embarking on a weekend series of trips on home rails. The Pacific powered trips to South Itsaca on the 16th and Junction City on the 17th, the last steam powered excursions to operate over the Wisconsin Central before it became part of Canadian National.** BELOW: **In 1959, No.2719 was involved in another "last trip" out of Ladysmith, operated by the Minnesota Railfans Association; the last steam powered trip over the Soo Line. The 2719 put on quite a show as it passed through Weyerhaeuser on its way to Ladysmith on June 21, 1959.**

Peterson and Lee Crosby from the L&TPF fired, and Mike Manwiller from the Western Maryland Scenic Railway, who also helped in the final assembly after the recent repairs, oversaw the firing and helped in numerous capacities all day, including servicing.

Sunday also dawned clear and the day was mostly sunny. Another high-speed day was chalked up, with a fast turn on the wye at Junction City and some well-timed meets. This day, some Amish rode the train, and several generations of Amish families from near the junction town of Owen were on hand to watch the train pass on its return to Ladysmith. A horse hitched to its buggy remained calm as the 2719 sped through at track speed. Again, many local families and ex-Soo line employees rode and recounted prior train trips or railway experiences. For some, this was their first ride. Gary Bensman was the engineer once again, except on the return from Marshfield to Ladysmith, where Mike Manwiller got a chance to run. Randy Lambertus and Gene Dahlstrom were the firemen on this round trip.

In addition to the comfortable paying passengers, the L&TPF saw another opportunity for a little fund raising and publicity, so they auctioned cab rides on eBay. For sums that shall remain anonymous, one individual rode the cab for whole trip on Saturday, and on Sunday two people each rode one leg. It's a great idea that other operators might want to emulate.

After the Sunday trip, the diesel and two cars were dropped from the consist and the engine serviced. Alone, the 2719 then pulled 16 cars north to Hayward Junction, again wide open, where it left WC rails and traveled west to Spooner, where the engine would spend much of the summer pulling tourist trains on the Wisconsin Great Northern. We were trackside way up the line and heard a very square, loud and rapid exhaust for over ten minutes before the engine stormed into view and passed in a flash of rods and an open fire door. The crew for this move was engineers Mike Manwiller and Ken Ristow, and firemen Dick Hajek and Eric Harris. With its exhaust still audible for another ten minutes, we had proof that the Phoenix Engine had been perfectly resurrected and was ready for many more miles of running in its home territory. It was a great way to end the weekend.

TWO PHOTOS: TOM KELCEC

STEAMERAMA on the SOO LINE II
Commemorating the Last Operation of Steam Power on the Soo Line
From Minneapolis, Minn. to Ladysmith, Wisc. Sunday, June 21, 1959
Sponsored by City of Ladysmith
SOO LINE
Sponsored by Minn. Railfans' Assn.
Soo Line Class H-73 Pacific 2719 American Locomotive Co. 1923
From Ladysmith, WI, to: South Itasca — June 16, 2001 Junction City — June 17, 2001
Commemorating the last passenger excursion on the Wisconsin Central Ltd.

Phoenix Engine Repairs

Saturday morning at the Back Door Café in Ladysmith, Gary Bensman of Diversified Rail Services, instrumental in the initial rebuild and subsequent repairs to 2719, was kind enough to fill us in on what has been done recently to the locomotive. It was donated by the Soo Line to the City of Eau Claire in 1960, sat in Carson Park for decades and was rebuilt between 1996 and 1998 at a cost of $480,000 (made up of a federal grant, private contributions, donated services and even a jar of coins donated by a grade school class). Many pictures of the repair work can be seen on the L&TPF's web site at *www.2719.com*

First, to summarize the damage caused by the sideswipe of the fireman's side of the 2719 (which the NTSB has not yet fully explained), we have one sheared off air pump, two boiler studs pulled out, a damaged air reservoir, damage to the valve gear frame, a sheared-off eccentric crank pin, apparent damage to the left rear (L3) driver and all sorts of miscellaneous running gear and other damage. When handled by Hulcher to get it out of the way, additional damage was reportedly inflicted. After the insurance company approved repairs, the year-long rebuild began.

Back in the Altoona roundhouse, the boiler was ultra-sounded one more time and the metallurgy around the damage checked. This resulted in approval to install two larger diameter studs, the simplest, safest and least expensive repair for such a boiler shell problem. The running gear was totally inspected and repaired by Scott Lindsay of Steam Operations Corporation, with help from Bob Yuill, of Historic Machinery Services of Birmingham, Alabama. This included the left valve gear, whose left frame was totally destroyed and had to be replaced from the centerline of the engine out to the end, and the left crosshead, which was bent.

It pays to have a sister — Soo 2713 in Stevens Point. This 4-6-2, on display within a stone's throw of the WC headquarters there, was the source for replacements of the left eccentric rod, main rod and union link. It also contributed its air pump which, with the damaged one from 2719, was sent to Bernie Watts' Backshop Enterprises in Denver, where one good one was fashioned from the pair. A cosmetically restored air pump was placed back on the 2713.

Rather extensive driver and related work was planned and done by Scott. The left rear driver center was cracked in the accident, and it had many cracks welded in it from later Soo Line days (it was not the factory wheel). Also, the No.1 axle was scored in the accident. So, all the drivers, axles and bearing boxes were taken to St. Louis. The boxes were rebuilt and a new pattern was made for the L3 wheel center, which was cast in Kenosha, Wisconsin. Meanwhile, six new tires were made in the U.S.A. in a unique process that starts with a hot billet of steel, which is then pierced and worked into an ever-increasing diameter and thinning ring. This ensures that the 75-inch tire is one piece of steel with no welds or seams to split on the road. A new No.1 axle was also fabricated. The tires were installed on their wheel centers in the standard way, with a ring of gas-fueled flame heating each tire so it expands and can be put on the center. When it cools and shrinks onto its wheel center, it's an exceptionally solid grip fully sanctioned in today's engineering world. Scott and all this equipment then went to the Tennessee Valley Railroad Museum in Chattanooga, where he and TVRM people quartered the crankpins,

machined all the journals and made certain everything was concentric and aligned. After twelve months, $400,000, multi-state trips, the help of many experts and 1684 volunteer hours, 2719 was ready to run again. After successful test runs in May 2000, all again was right in 2719's world.

So where do we go from here?

We have a close-to-perfect 2719 that is worked on all the time. Since the Ladysmith trips, the old oil distributors have been replaced and a new Chinese-built lubricator pump has been installed, replacing the old Chicago pump, courtesy of Robert Franzen's company, Steam Services of America. The other for-hire Soo steamer, 2-8-2 1003, also resident in Wisconsin, is being well maintained and has run recently. Three other groups would like to continue to operate on trackage controlled by CN: the National Railroad Museum in Green Bay, the Lake Superior Railroad Museum in Duluth, Minnesota, and the Soo Line Historical Society. That the WC has been passenger friendly is illustrated by the fact that on one day this year there were three simultaneous excursions running — the 1003 out of Burlington, a Superior-to-Spooner round-trip for the Chicago & North Western Historical Society and a shuttle out of Fond du Lac for WC employees. Much gloom and doom speculation is in the air about what will happen after the formal takeover anticipated September 1, 2001.

Here are the facts at press time. The five major operators in Wisconsin were curious to know where they stood and what the future might hold. Ed Burkhardt, formerly the top executive at WC and involved in and supportive of steam operations on his railroad, engaged Ralph Justen, a representative of the Wisconsin Railway Preservation Trust (WRPT), to help plan an initial meeting with CN. Each major operator was invited and had to submit to Ralph its corporate resume and goals, resumes of all officers, and a short list of questions, which were forwarded to CN. The result was a mid-May meeting, held in Green Bay between E. Hunter Harrison, executive vice president and chief operating officer of CN, and the operators. The symbolism and sincerity in this gesture of CN's top operating executive taking the time to personally visit with this group cannot be ignored. No surrogate, no phone conversation — a personal visit by a busy executive with no other business in Green Bay that day.

Several takeaways emerged from the meeting. First, while no commitments or decisions were made that day about the future of excursions on CN rails, there was good conversation, an indication that discussions could continue and no stated reasons why operations could not take place under proper circumstances. The groups were asked not to make further inquiries about future trips until the dust of the WC acquisition settles, likely sometime in 2002. While some rumors (not from this meeting) have it that CN has restrictions on friction bearing equipment and is not in favor of passenger trains or steam engines, these issues were not broached at this time. Attendees judged the meeting positive with the door remaining open for future talks, although with many questions unanswered.

We can be hopeful that if an organization approaches CN with a proposal for a safe excursion that will not affect its freight operations, makes business sense, does not cost the CN much and creates a favorable impression of the railroad with the public, it will be carefully considered on a case-by-case basis. This might be a proposal from one of the operators, such as the L&TPF, or from an umbrella group, such as the WRPT (who has representatives of all the Wisconsin groups on its board and which Ed Burkhardt has been asked to join). There's nothing different here from what has been expressed by BNSF and its attitude to excursions and heritage steam operations — rational people running a business want rational business dealings with others, especially guests.

There's an NRHS convention scheduled for St. Paul in 2004. Wouldn't it be nice . . . ?

OPPOSITE: **2719's crew poses with the locomotive at Ladysmith on June 17th. Pictured are (left to right) Gary Bensman, Gene Dahlstrom, Mike Manwiller and Randy Lambertus.** ABOVE: **Putting on an impressive show of smoke, the 2719 blasts out of Junction City on June 17, 2001, heading back to Ladysmith to conclude the steam excursion era on Wisconsin Central.**

HE HATES TO BE LATE. Now 15 minutes down, Louisville & Nashville's southbound train 99, the *Pan-American*, has been safely ensconced in the passing track at rural Salmon, Kentucky, for almost ten minutes. Today, as with all days if the railroad is running right, 99 briefly sidesteps the main line here to meet train 98, its northward running mate. And so, 99's conductor has come forward, an impatient professional who studies — again — his Hamilton pocket watch. Despite the chill of this December day in 1965, the fireman has joined him on the ground. Four thousand EMD horses idle in anticipation of rejoining the dash to New Orleans, now 677 miles away. While a faulty cutoff valve allows a cloud of vapor to vent from E7 790's front steam line, the only sound is the rhythmic idle of the diesels.

Eighteen minutes late now, he wonders what the brass from headquarters in Louisville — riding on the rear in office car 375 — might be thinking. Of course it's not his fault. Ninety-eight might be struggling with the extra mail and express this Christmas season. Maybe the Louisville dispatcher made the right decision to meet here. Maybe not.

It's clearly not his fault, but he's the one who must note 99's tardiness, and the reasons, in his trip report at Nashville. No, it's not his fault at all — but he hates to be late.

IMPATIENCE AT

SALMON

Ron Flanary .

Fire in the Hole

Alexander D. Mitchell IV
Photography/as noted

The CSX Baltimore tunnel fire shut down the city for days.

CSX FREIGHT TRAIN L412-16 eased north out of Winans Yard in South Baltimore on the mid-afternoon of July 18, 2001. Engineer Chad Cadden and conductor Edward Brown were hoping for a routine run. They had just boarded the train, eastbound from Hamlet, North Carolina to Oak Island, New Jersey, with 31 loads and 29 empties, a mix of freight that included empty trash containers, paper products, plywood, soy oil, and a couple of tank cars. As their train wound through the sharp curve approaching Baileys Wye and then the wye itself, they put the three locomotives — CSX 5003, a relatively new CW60-AC; 7340, a Conrail blue CW40-8; and 7613, a CSX-painted C40-8—into Run 8, maximum throttle.

They were well aware of the grade ahead as they approached the tunnel — a consistent 0.8 per cent through the tunnel and then a hump of over 1.5 per cent as they entered daylight and snaked through Baltimore Light Rail's over-and-under "Rebel Yell" section and over the Jones Falls at the Baltimore Streetcar Museum. Perhaps several of the Museum's volunteers, working in its library that day, would wave as they exited.

Cadden, Brown and their train passed the NFL Ravens' PSINet Stadium, passed a clear signal, passed the stadium's Light Rail station and under its pedestrian overpasses, and entered the boxy concrete portal of the Howard Street Tunnel at a mile or two under the tunnel's 25 m.p.h. speed limit at 3:04 p.m. The train rumbled through the darkness, just underneath the heart of Baltimore, gradually losing speed as the grade registered against the freight. Three minutes after entering the tunnel, at 18 m.p.h., the crew felt a lurch, and then saw the air pressure in the brake line drop to nothing as they shuddered to a rough stop. It was 3:07 p.m.

The crew was experienced enough to know the hazards before them. They attempted to contact the dispatcher by radio, but the tunnel is one of the few dead spots in the CSX radio network. Knowing that diesel exhaust fumes could be their undoing, they scrambled back to shut down the rear two diesels, uncoupled the trio from the train and pulled clear of the northern portal of the tunnel, as specified by the operating instructions in the employee timetable. While pulling out, Brown tried his cell phone, and found it worked as they approached daylight. He called the CSX dispatcher in Jacksonville and informed him of the emergency stop at 3:25.

Chadden and Brown came to a stop under the historic train shed adjacent to the B&O Mount Royal Station, now owned by the Maryland Institute College of Art. Their plan was to wait for the exhaust to dissipate, then re-enter the tunnel to investigate Hopefully they would find nothing more than a burst air hose or broken knuckle, but nonetheless neither of them relished the thought of working in the inky, sooty confines of the tunnel. They waited. And waited.

Eventually, many minutes later, they realized that the smoke was not dissipating at all. It was increasing. They looked over their paperwork and again saw the words they had read when reviewing the manifest at Winans: "HAZARDOUS MATERIAL." They radioed Jacksonville to contact the city fire department and report the worst nightmare of both the railroad and the city: A train loaded with hazardous chemicals was apparently ablaze under the heart of a major metropolitan city.

The Tunnel

The Howard Street Tunnel was built by the Baltimore & Ohio in 1891-'96 as part of the Baltimore Belt Line (originated in conjunction with the Maryland Central, predecessor of the Maryland & Pennsylvania), a 7.3 mile line connecting the railroad's southern and western empire with its line to Philadelphia and connections to New York. The most demanding part of the line was — and is — the tunnel itself, a 7340-foot bore directly below Howard Street, one of Baltimore's main thoroughfares.

Construction of the tunnel greatly speeded freight and passenger traffic through town on the B&O, for it avoided both the car ferries from Locust Point to Canton and the archaic street trackage on Pratt Street, the major east-west street along the harborfront. However, smoke problems that would have been caused by steam locomotives on the heavy grades brought about America's first major railroad electrification project. Chunky steeple-cab and boxcab electrics built by General Electric dragged trains uphill from the tunnel's opening in May 1896 until 1952, when dieselization permitted the retirement of the Belt Line electrification.

Originally, plans called for an underground passenger terminal under the intersection of Howard and Lombard Streets, but lower-level facilities at the original Camden Station terminal and a new, lavish stone terminal at Mount Royal (at the northern portal of the tunnel) were opened instead in 1896. Howard Street rests directly atop the tunnel arch most of the way. At the southernmost end, the distance between the tunnel arch and the street surface is as little as three to five feet, leading to the

WILLIAM LARDUSKEY

Firefighters were ferried into the north end of the tunnel aboard L412-16's power, led by CSX C40-8 No.7613 (ABOVE). Framed by the Mount Royal station train shed, smoke billows from the north portal of the Howard Street Tunne (LEFT).

ALEXANDER D. MITCHELL IV

common local joke of Howard Street merchants "having a great train set in their basements." Residents became accustomed to the rumble of trains beneath them, just as they became accustomed to the vibrations of light-rail transit cars when the Central Light Rail Line was laid down the length of Howard Street in the early 1990s.

Passenger service through the tunnel ended in April 1961, after through trains to Philadelphia were discontinued in April 1958 and the last commuter runs to Washington stopped operating from Mount Royal. Shortly thereafter, the tunnel was single-tracked to allow greater overhead clearances through the tunnel, replacing the gantlet track used to center some freights in the tunnel for improved clearance. During the course of highway and stadium construction and the light rail project, the southern portal was covered over and extended twice, putting the new concrete box portal in a cut beside the light rail track and Interstate 395 and making the total tunnel length 8950 feet. Around 1990, the customary addition of helpers to the rear of many eastbound trains ended, although extra power is often added to the point of eastbound coal trains.

The tunnel's freight traffic has slowly increased over the decades, first as the B&O and Chessie System aggressively pursued piggyback and auto rack traffic, and then through the 1980s as CSX and Conrail worked to divert through freight trains from Amtrak's former PRR Northeast Corridor, a process dramatically accelerated by the horrendous January 1987 collision between Amtrak's *Colonial* and Conrail locomotives at Chase, Maryland. By the time Cadden and Brown swung aboard their train in July 2001, the former Baltimore Belt Line hosted an average of 28 to 32 trains a day, a rich mixture of hotshots, mixed freights and cross-town transfers.

With the buildup of freight traffic in the tunnel and the virtual elimination of freight on the Northeast Corridor, the Howard Street Tunnel had by the late 1990s had become — along with the ancient Pennsylvania Railroad B&P tunnels to and from Pennsylvania Station adjacent to its northern end — a fragile yet critical link in the Eastern rail network, and one of the worst bottlenecks in American railroading. Now, CSX train L412-16 was a massive cork firmly jammed inside the tunnel.

Former CSX official and noted B&O historian Herbert H. Harwood, Jr., remarked when interviewed by the Baltimore *Sun*, "It's basically an invisible line. . . until smoke starts pouring out it."

The ordeal begins

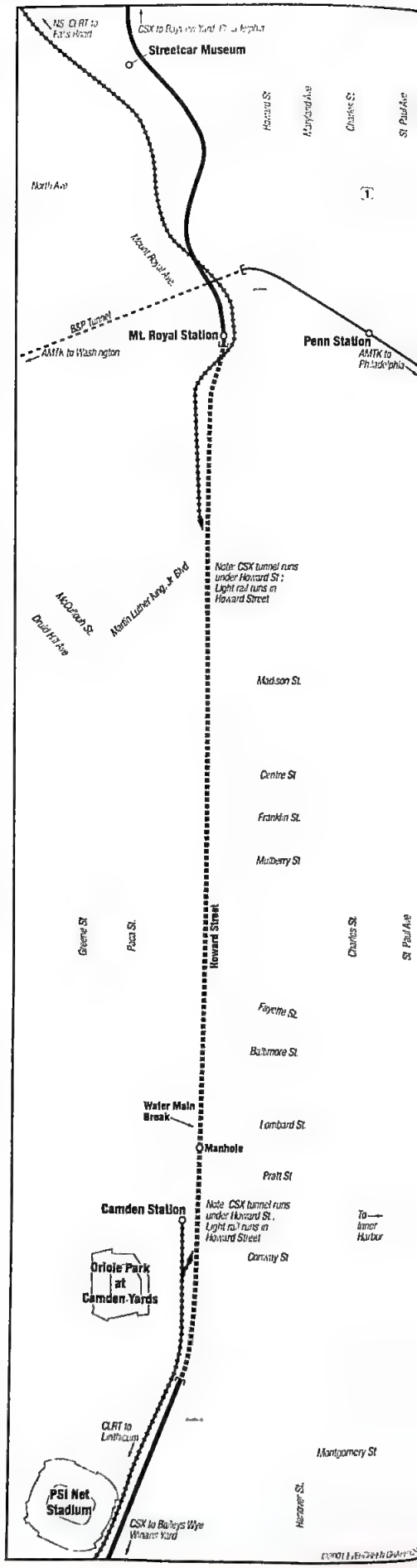
Almost simultaneously, Baltimore emergency dispatchers received phone calls from a CSX dispatcher and from residents on Howard Street and in South Baltimore — the former alerted by the crew of L412-16, and the latter alarmed at the black smoke billowing out of manholes and the south portal of the tunnel. (The timing of the dispatcher's call would be a serious point of contention later. Baltimore officials have alleged that the first calls came in after 4:00 p.m., while the CSX crew reported the first emergency equipment arriving at 3:35 p.m. Investigation into the alleged delay is ongoing at press time.)

As firefighters arrived at Mount Royal, the crew turned over a copy of the train's bill of lading to them. The paperwork, in addition to information on the consist of the train, highlighted the hazardous materials contained in seven of the cars — two tank cars of fluorosilicic acid, two of hydrochloric acid and one each of glacial acetic acid, ethyl hexyl phthalate, propylene glycol and tripropylene. Much of the cargo in the other cars was certainly potential fuel for a fire of any kind — four tanks of soy oil, ten cars of paper products, and scattered cars of plywood and pulpboard.

As black smoke boiled from the north and south portals and light rail cars halted to prevent them from being stranded in the smoke by hoses and fire trucks, firefighters reviewed their options. Although none of the cars was truly a potential bomb or cause of mass extinction (such as a tanker of propane or chlorine gas), firefighters had no way to determine just what was burning, or where precisely in the tunnel the fire was. As officials sampled the smoke for toxic compounds, soot blackened the faces and nasal passages of firefighters and inquisitive passersby until police cordoned off a safety zone. In the tunnel, breathing apparatus and face masks were all but useless in the inky smoke after only a couple paces. One intrepid crew advanced with hoses to within 300 yards of what they believed to be the fire, but was driven back by burning sensations on their necks. The firefighters reported oven-like conditions in the tunnel, with some cars glowing red. By this time, over 150 firefighters had been summoned to the scene.

With all the unknowns before them, city officials decided to sound the city's civil defense air raid sirens — the very first time that the sirens, tested weekly for decades, had ever been sounded for a true emergency since their installation in 1952. The intention was to get city residents to tune to radio and TV stations for information on the crisis. Instead, the sirens prompted blank stares and confusion as residents called to report malfunctioning sirens or inquire what was wrong. (The incident also pointed out a flaw in the system — the information needed by the media was not delivered until well after the sirens sounded.)

Baltimore Mayor Martin O'Malley was returning from an annual political crab feast at Crisfield, on Maryland's Eastern Shore, when his cell phone rang. His chief of staff informed him that there was a train wreck in Baltimore. Unfortunately, the mayor's staff often used the term "train wreck" as shorthand for any serious problem, and O'Malley had to be convinced it was an actual train wreck in the tunnel. "You're not kidding," he finally replied. The mayor ended



up spending almost 20 hours a day for several days supervising the crisis and recovery.

The city slowly descended into chaos. A scheduled evening baseball game at Oriole Park at Camden Yards was called off for the safety of the fans as a pillar of smoke drifted over the ballpark and its parking lots (now filling with emergency vehicles) adjacent to the south portal. Many early game attendees were left to mill about aimlessly. Then, as the realization sunk in that Howard Street itself was potentially in jeopardy, the city shut down the entire length of the street to both cross traffic and the light rail and bus traffic that traversed its transit-mall length. This effectively erected a "Berlin Wall" style barrier through the heart of the city just as the rush hour began. Even knowledgeable drivers could not get to the nearest cross streets in South Baltimore and at North Avenue — well over two miles apart. Drivers' tempers flared as police aimlessly waved cars away from the danger zone, and eventually the desperate resort of closing all major highways and many minor roads into the city was taken to ease the worsening gridlock. It was later said that if any fatalities occurred from the accident, they would most certainly have been hostile drivers killing each other in fits of "road rage."

Nearly three hours after the train went into emergency, yet another major crisis erupted, this time from the pavement of Howard Street. At 6:15 p.m., a 40-inch, 90-year-old water main (almost as old as the tunnel) ruptured at the intersection of Howard and Lombard Streets (three blocks north of Camden Station), sending a river of water a foot deep down Howard Street and further snarling traffic as well as flooding local businesses and side streets. Firefighters and officials noted that the flood was possibly helping to extinguish the fire that was by then believed to be burning right beneath the break. As evidence, they pointed out that as the main broke, the smoke billowing from the tunnel shifted from black to an off-white, and testing equipment at the tunnel portals indicated the presence of steam. In addition, the addition of tens of millions of gallons of water could dilute any hazardous materials leaking in the tunnel. For these reasons and because of the difficulty in closing ancient and little-used valves, the flow of water went unimpeded until nearly 9:00 p.m.

The domino effect of events, combined with the sheer spectacle of a fire under the downtown of a major city, created a media frenzy garnering national and international exposure. Nearly a dozen television satellite trucks took up residence atop a bridge leading from Interstate 395 to the Oriole Park parking lot, overlooking the south portal of the tunnel and Camden Station. Many people were first alerted to the tunnel fire upon hearing the reason for cancellation of the Orioles game. Another media briefing center was formed at the north end, at a plaza adjacent to the station at Meyerhoff Symphony Hall. Regular press briefings began, held with Baltimore City Fire Department Battalion Chief Hector Torres, CSX spokesman Robert Gould from Washington, D.C., and a variety of city and state officials as needed.

The effects of the tunnel fire were felt around the globe. Like many railroads, CSX leases its rights-of-way to communications firms for fiber-optic lines, and the tunnel was no exception. Lines belonging to Worldcom (formerly MCI) and Metromedia Fiber Networks were disrupted by the fire, and the effects were felt as far away as New York City (where Hearst Corporation web sites crashed and were rendered inaccessible) and Africa (where diplomatic e-mail to Washington was slowed). As the fire raged, temporary bypass cables were strung from light and telephone poles up and around several major thoroughfares of the city between substations near Baileys Wye and Greenmount Avenue in northeast Baltimore. Cellular phone traffic was also partially disrupted in the area.

Help arrives

CSX officials deferred to city firefighting officials and state environmental crews in handling the immediate fire scene. Behind the scenes however, frantic work proceeded to prepare for reopening the tunnel and detouring traffic in the meantime. CSX brought a motor home into the Camden Yards parking lot to use as an office and conference center and for on-site lodging.

Divisions of Hulcher Emergency Services, R.J. Corman Derailment Services and Cranemasters were swiftly mobilized, with equipment and specialists arriving from as close as Gettysburg, Pennsylvania, and Richmond, Virginia, and as far away as the West Coast. In addition, a variety of companies specializing in hazardous material cleanup and environmental stabilization were called to the scene. Convoys of trucks arrived under police escort at each end of the tunnel carrying such things as side-boom Caterpillar tractors, panel track, crane accessories and pallet loads of powdered lime for neutralizing spilled acid.

Perhaps the most unusual call went out to MET Laboratories, a local company specializing in environmental testing of outdoors electronic fixtures. By the next morning, the company had brought in two large trailers with gigantic wind tunnel fans, designed by Florida swamp boat builders and driven by 500 h.p. V-8 engines, ready to help ventilate the tunnel end-to-end when fire fighters got the fire under control. The fans would remain on site for several weeks, though used less as the smoke lessened.

Government agencies also swung into action. The Maryland Department of the Environment mobilized hazmat spill response teams. The Coast Guard sent a team from Fort Dix, New Jersey, and assumed responsibility for monitoring drainage into the nearby Inner Harbor and storm drain outlets for possible chemical spills. And volunteer firefighters' canteen trucks were brought in from nearby counties to sustain not only the hundreds of emergency workers but also rail employees, contractors, and reporters at each end of the tunnel. (CSX Corporation later made four-figure donations to the canteens in gratitude. The author routinely purchased raffle tickets when accepting food.)

One nearby restaurant, finding that its electricity had been disrupted by the water main break, hurriedly cooked up every last bit of food in its kitchen and coolers, shipping it all as gourmet dishes in quantity to the rail and city workers nearby, rather than discarding it as health inspectors would have demanded.

Rail traffic detours

Maryland Rail Commuter (MARC) trains were among the first victims, with inbound commuter trains from Washington being terminated at the tiny St. Denis stop near Halethorpe, south of Baltimore. (Empty trains continued north through Baileys Wye to their regular servicing point at Riverside Yard.) Abbreviated service continued until Tuesday, with shuttle buses running passengers into the downtown area. Thanks to the water main break almost directly beneath the rails, light rail service was severed for several weeks — further complicated by the lack of servicing facilities on the south end, what with the uncompleted shop facilities at Glen Burnie's Cromwell Station.

Meanwhile, freight train detours began in earnest. The enormous distances covered by detour movements dramatically showed the degree to which the Eastern rail network is running close to or at capacity. With the parallel ex-PRR Amtrak corridor effectively off limits to freights, Norfolk Southern was willing to permit six trains a day to be added to its heavily-traveled Hagerstown-Harrisburg-Reading corridor (ex-PRR and Reading), from which most trains would proceed to Philadelphia to resume their travels over CSX. The trains affected traveled via CSX to Cherry Run, West Virginia, (former site of the recently-relocated Miller Tower), then into Hagerstown over the former Western Maryland and onto NS at the former PRR-WM tower there. The famed Tropicana Orange Juice unit trains, K-650 and K-651, were routed directly to and from Oak Island, New Jersey, via the NS ex-Conrail Lehigh Line. Several pairs of CSX trains were combined for movement over the detour routes.

Traffic heading to points north of Philadelphia, however, was detoured over an apparently preposterous routing: Washington to Cumberland, Maryland, then New Castle, Pennsylvania, then north on NS's former Conrail Youngstown Line to Ashtabula, Ohio, or over a short stretch of Norfolk Southern trackage to Cleveland, then to CSX's former New York Central trackage across New York State. Some trains took an all-CSX routing west to the massive Willard Yard in north central Ohio and then east over CSX lines to New York. Other trains to and from points further south, such as Q173, were routed through Cincinnati and over the

former Louisville & Nashville, and others over the former Chesapeake & Ohio James River Line to and from Richmond, Virginia. Perhaps most aggravating of all for CSX was the fact that rail traffic destined to the Port of Baltimore, a mere few miles from the southern tunnel mouth, had to be held across the harbor from its destination or detoured via Philadelphia. Two far shorter routes apparently never considered were the possible (albeit logistically taxing) former Western Maryland northwest to Porters and York, Pennsylvania (the latter stretch via Yorkrail), then over NS to the former PRR line to the former PRR Enola Yard near Harrisburg; or over NS's former PRR "Port Road" along the Susquehanna River between Harrisburg and Perryville, Maryland. (The latter option would have mandated operation over either Amtrak or a little-known, treacherous and steeply-graded connecting track between the Port Road and the B&O; the connection was reportedly last used to detour PRR passenger trains, complete with B&O diesels hauling PRR GG1s, in the early to mid 1960s.)

Railfans, alerted to and updated on the detour routes by reports over the internet, wisely avoided the Baltimore area and instead swarmed to the detour routes to either document the detours over foreign territory or to increase their train-watching odds on the affected lines.

Fighting the fire

Firefighters were hampered by the location of the fire. As near as could be determined, the train had managed to stop almost directly in the middle of the tunnel. CSX hi-rail trucks were pressed into service to shuttle firefighters into and out of the south end of the tunnel after the smoke had waned.

It was assumed, and later confirmed, that the water main break was almost directly above the heart of the fire. Crews discovered that one manhole on Howard Street, perhaps fifty feet from the water main break, led directly down into an alcove of the tunnel, right near the fire. In fact, that alcove was the planned but never completed underground railroad station. Firefighters lowered a ladder and a four-inch hose down the manhole and proceeded to douse the fire as best as possible. Over the next couple of days, that narrow manhole was the firefighters' primary access to the fire.

A team of ten National Transportation Safety Board investigators, led by board member John Hammerschmidt, arrived on the scene from Washington, D.C., Wednesday night. Their goal, as with every accident they investigate, would be to determine a probable cause for the accident and provide recommendations that could reduce the probability for a reoccurrence.

Unfortunately, the goals of an investigative body in an incident — preserving evidence and establishing a cause, no matter how painstaking — would be diametrically opposite the goals of firefighters, railroaders, and city officials — restoring normalcy as soon as possible. Therefore, the result was, as usual, a delicate compromise, where danger was abated as soon as possible but as much evidence was preserved as circumstances permitted.

As the fight to contain the fire continued, an assessment of the actual underground situation was made. It was determined that a derailment had in fact occurred, with a break of 300 to 400 feet between the 45th car, the first car off the track, and the 46th through 60th car, with cars 46 through 54 derailed. The 52nd car, the loaded tank of tripropylene, was the major source of fire (it had been breached, and the contents were burning fiercely), and the 53rd car, a tank car, was slowly leaking its load of hydrochloric acid. Car 54, another hydrochloric acid tank, was derailed but not leaking, and car 55, the tank of ethyl hexyl phthalate, was still on the rails. In addition, several carloads of paper, pulpboard, and plywood just ahead of the main fire were burning, albeit more in the form of hot charcoal than open flames. Firefighters reported the hot metal of cars glowing from the heat, originally estimated to be as high as 1500 degrees. At least 800 feet of rail had spread beneath the derailed cars, and the first 44 cars had to be examined to see that all cars were on the rails — not easy in a smoky brick oven. A few cars toward the south end remained on the rails, and railroaders, early on the morning of the 19th, managed to retrieve the rear four cars of the train and move them to Riverside Yard.

The 56th car, Railbox 43199, was filled with rolls of pulpboard which were set smoldering by the intense heat. It rolled out of the tunnel Thursday morning, dragged behind a front-end loader, and was shoved into a Camden Station approach tracks for firefighters to tackle. The tightly-packed board had to be unloaded onto the ground by a backhoe before firefighters could completely extinguish it.

As the leaking tank car was stabilized, another crew began a delicate operation: pumping the remaining hydrochloric acid from the tank so the car could be rerailed and removed. On Howard Street, a vacuum truck and several tanker trucks were positioned to remove the remaining liquid. The task was expected to take hours, but stretched over three days as the crews discovered the intense heat had separated the tank's inner lining from the tank and left globs which clogged the pumps and outlets.

On the other hand, environmental officials found that the acid that was leaking — slowly, at the rate of about ten gallons a minute — was effectively being neutralized by the limestone ballast in the tunnel, as well as being diluted by the heavy water flow within the tunnel. Coast Guard monitors found only a very brief rise in acidity in the harbor, which subsided almost before action could be taken.

Removing the wreckage

The media circus above ground continued on Thursday. Mayor O'Malley, in an afternoon press conference, compared the chain of events to "something dreamed up out of a bad adventure movie." Maryland Governor Parris Glendenning arrived to inspect the efforts and talk with city officials in the evening; it was decided that no state disaster assistance other than what was already on the scene would be needed. The Orioles, their parking lots full of rescue vehicles and no end in sight, cancelled more games.

The NTSB official in charge of the investigation, Jay Kivowitz,, reported in an afternoon press conference that, according to CSX, the track in the tunnel had been inspected on both Monday the 16th and Tuesday the 17th, and that the 136-pound per yard welded rail in the tunnel, rolled in 1996, had been ultrasonically tested by Sperry Rail Service on February 7, 2001. Sections of the rail in the tunnel, fractured and cut, were taken out for examination nearby and then removed for testing at laboratories in Washington, D.C.

As work stretched into Friday, reinforcements were brought in. Articulated six-unit gondola sets, developed by the Georgetown Railroad and dubbed "Slot Machines," were brought to each end of the tunnel. Backhoes riding inside the continuous gondola compartments helped clear the weed-choked ditches along the track and aided the drainage of the massive quantities of water being dumped on the fire. Other CSX maintenance crews, taking advantage of the rare lull in action on the busy main line, performed track maintenance on interlockings and junctions on the now-quiet railroad.

Later on Friday, the task of removing the front section of the train began. With the cars blackened with soot but still on the rails, a CSX crew climbed onto the train's three locomotives — still parked at Mt. Royal where they had remained since the fire started — started the units, and eased them back to the train. The first seven cars were dragged out slowly and left on the passing siding that parallels the main line from the north portal of the tunnel to Huntington Avenue. Another nine cars were grabbed on the second trip. Eventually a string of blackened cars stretched from Mount Royal all the way to the Sisson Street overpass near the north end of the siding. Several empty trash container cars, some former Norfolk Southern "Coltainer" coal containers, loomed above the Baltimore Streetcar Museum. The final cut of 13 cars were removed at around 4:00 the next morning.

The end is in sight

On Saturday the 21st, firefighting efforts wound down. The final tank cars, the now-empty and half-molten tripropylene car and the leaking hydrochloric acid car, were removed from the south end of the tunnel. By mid-afternoon, railroad crews moved the giant fans to the south portal and brought them up to speed slowly. At full howl, the fans blew air and smoke (and the occasional plastic bag or piece of debris) at close to hurricane speeds out the north portal.

Early in the evening, a crew prepared to

BRIAN PLANT

Operating as NS 078-H5-19, the Tropicana Juice train highballs east through Hershey, Pennsylvania, on NS's Reading Line on July 20th. Only high priority CSX trains for destinations north of Baltimore ran over Norfolk Southern. Most traffic was detoured through Ohio and Pennsylvania over other CSX lines.

take the three locomotives at Mount Royal — still the same three that had hauled L412-16 into the mess — into the tunnel to retrieve three boxcars of burning computer paper. The locomotives returned quickly; one respirator had malfunctioned. After a tradeout, the consist plunged again into the bore, and at 8:55, they emerged dragging three CSX boxcars, smoke pouring from every seam. After a brief stop, the cars were taken to the north end of the siding near Huntington Avenue and Sisson Street, where firefighters responded once again to extinguish the burning cars.

As hoses were laid and charged, firefighters opened the boxcar doors. With a fresh supply of oxygen, the upper corners of the smoldering cars glowed red and orange. Inspectors huddled around the ends of the cars, closely documenting the condition of the couplers and draft gear, until sparks from igniting exterior paint made them retreat. Even with the water cannon of a ladder truck blasting much of the contents of one car out and across the main track forming a wall of soggy paper, it took nearly a day to finally extinguish all three cars. The area was rendered a soggy mess of mud, paper and panel track scattered wildly and then later piled into mountains and, later still, loaded into huge dumpsters. The three now-notorious locomotives were shipped off to Bayview Yard to await dead shipment to Cumberland's engine facility for a thorough cleaning and overhaul — their air filters were almost completely clogged with soot and smoke particles.

Play ball!

The Baltimore Orioles finally resumed play on Saturday evening after three days of cancelled games. The problem was less the hazard from the fire, but rather access to the ball park. Much of the parking area was still occupied by emergency vehicles, and light rail and bus service was still blocked by the "Berlin Wall." Pedestrians nonetheless made their way to the ball park, enthralled no doubt by the spectacle visible from the rail overpasses south of the ballpark. Ironically, the Sunday game had been designated as "Firefighters Appreciation Day" many months before.

Wrapping up

On Sunday the 22nd, the last stubborn valve was finally completely closed by public works crews, shutting off the water gushing from the broken main. Replacement of the water main still had to await a green light from city officials worried about the tunnel below.

Three more boxcars of paper and plywood were eased out of the south portal in the morning, all badly mangled, two ripped open and partially melted. The cars were run straight to a far track of Locust Point Yard, where firefighters cautiously set about extinguishing the still-flaming contents. All three cars were total losses; one was flipped off its trucks during firefighting efforts.

With the fire now all but out and city officials anxious to inspect the tunnel with hopes of reopening the streets, an official inspection was planned. At mid-afternoon, four CSX Chevy Suburban hi-rail trucks lined up south of the tunnel and loaded an entourage that included the mayor (dressed in full fire fighting gear and helmet), city and rail officials, and a press photographer and TV cameraman.

The "inspection train" entered the portal and proceeded to the fire site. Fortunately, the rumors of badly damaged brickwork and bowed ceilings in the tunnel proved false. Indeed, the heat had apparently scorched decades of soot from locomotives from the ceiling and walls, producing a brighter interior than most railroaders had seen in their entire careers. Two cars remained inside the tunnel, badly askew and resting against the walls, awaiting the installation of more panel track and rerailing.

In a final embarrassment, a battery cable exploded on the rearmost hi-rail truck, requiring its retrieval by a CSX utility truck to clear a path out for the first three. Tour participants simply climbed out the same manhole firefighters had been using for days, hitching a ride back to the Camden parking lot a short distance away. Officials were encouraged by what they saw, but still deferred to professional inspectors, set to work the next day.

Firefighters work to extinguish three boxcar loads of paper hauled out of the tunnel by L412-16's power at Huntington Avenue on Saturday, July 21st (ABOVE). **The south portal of the tunnel is located directly beneath Interstate 395 and adjacent to the platforms of MARC's Camden Station. The tunnel passes directly beneath downtown Baltimore** (TOP RIGHT). **A Chessie System GP40-2 pulled the last burned tank cars from the south portal on the morning of July 21st. The articulated six-unit gondola sets, carrying a backhoe (visible in the foreground) and dubbed "Slot Machines," were used to improve the tunnel's drainage.** (BOTTOM RIGHT).

Getting back to normal

On Monday, July 23rd, the last car was removed from the tunnel shortly after daybreak. Crossties in the tunnel continued to smolder, and another nine hours passed before enough ties were extinguished for carbon monoxide levels to subside. A team of inspectors and engineers rolled into the tunnel on hi-rail trucks and a Maryland MTA overhead-wire inspection vehicle to give the tunnel a thorough once-over.

Their findings were stunningly good. The tunnel had come through the calamity in far better shape than anyone had imagined. The only cause for concern was an inward bulge in the brick wall of the tunnel, about 100 feet from the derailment site, with a hole in the center and sand and gravel nearby. Although there was some cracking and spalling of the brick face in the immediate vicinity of the fire, and repairs needed to be made to the track, roadbed and drainage of the tunnel, there was no reason, the engineers opined, to keep streets closed because of the tunnel, nor was there any obstacle to rebuilding the track. Within minutes of the verdict reaching the surface, the "Berlin Wall" collapsed as police removed all barricades save for the two-block section of Howard Street damaged by the water main break. MARC service resumed with the 5:15 a.m. departure of Train 841 to Washington the next morning.

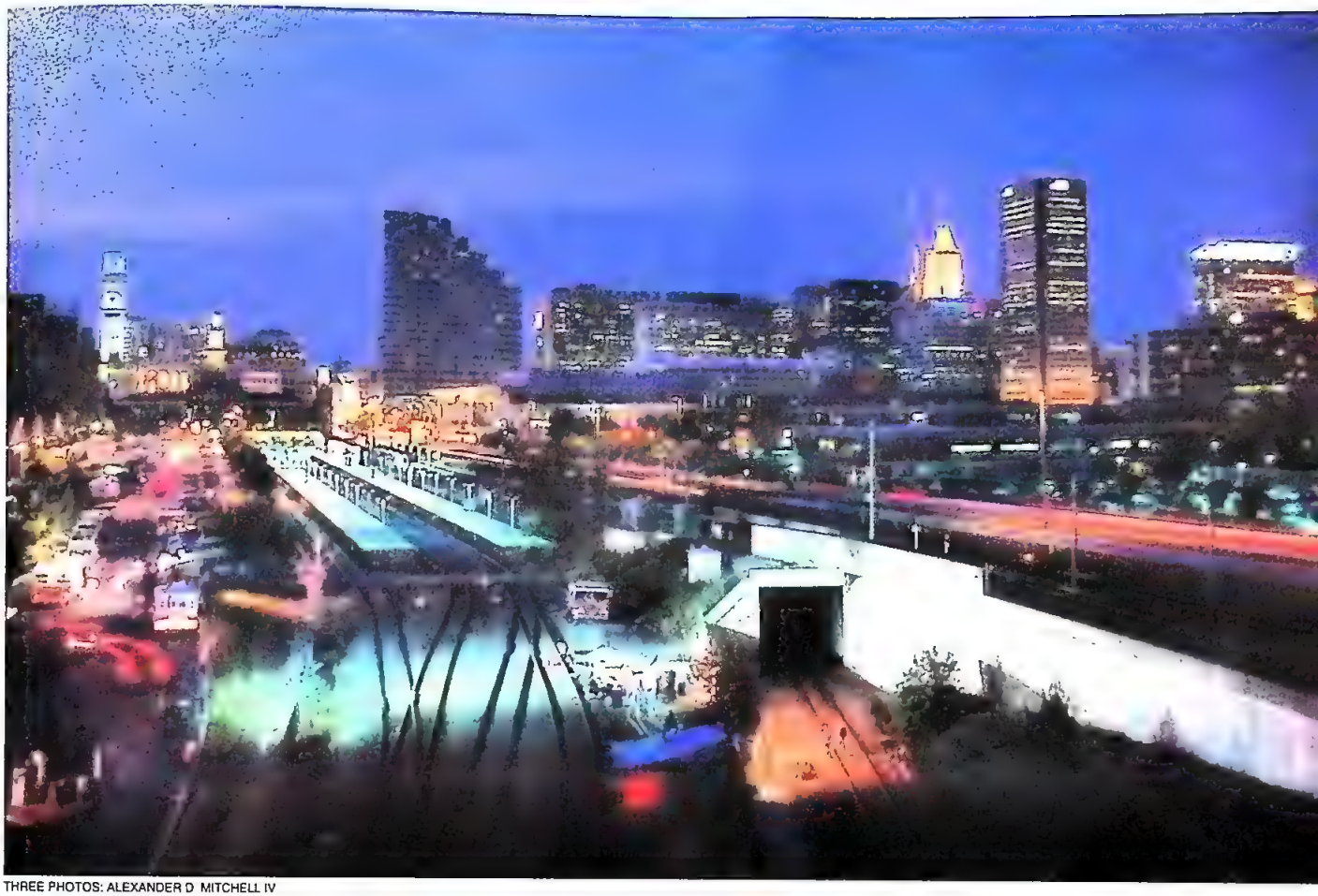
Railroad crews, meanwhile, continued to lay temporary track to reopen the tunnel. As the track was secured, ballast trains and tampers worked through the early morning. At 7:45 a.m. on July 24th the tunnel was cleared for service, with a speed restriction of ten m.p.h. At 8:58 a.m. the first post-fire revenue train, Y250-23 led by C40-8W 7378 and SD50 8573, entered the tunnel with 57 cars, moving at a crawl between Winans and Bayview. For the next day, much of the rail traffic consisted of accumulated cross-town traffic rather than through trains, most of which were still being detoured. For at least three weeks the tunnel was subject to scattered closures for maintenance, repair and cleanup, including the re-installation of welded rail.

As road and rail traffic returned to normal, NTSB investigators raised the possibility that the water main had leaked before the train wreck, and that leaking water may have somehow caused the wreck, not the other way around as was commonly believed. City officials ridiculed the suggestion, noting that the water main's pressure charts showed the break occurring at 6:15 p.m. The crew of L412-16 had reported water in the tunnel, though not an unusual amount for a tunnel with its floor practically atop the local water table and below the harbor water level in places. The NTSB, in an apparent rebuttal, noted the presence of "an earthy material" atop many of the cars pulled from the tunnel. NTSB teams immediately impounded sections of the fractured water main for laboratory testing as it was being replaced. Routine toxicology and drug tests on the crew of L412-16 turned up negative, as expected, and no problems were found with any of the signals.

The aftermath

The NTSB, in its usual fashion, has as of this writing stated that their report on their investigation would likely not be released for nine months to a year after the accident. The NTSB report will have no legal bearing, for only "probable cause" will be stated and recommendations will be made.

In this case, however, officials from both CSX and Baltimore await the report anxiously. Financially, the implications of the NTSB's conclusion could be staggering. If, as nominally assumed, the fire caused the water main break, the city is likely to pursue



THREE PHOTOS: ALEXANDER D. MITCHELL IV

CSX for the costs of repairing the water main, police overtime and other expenses in the millions of dollars. On the other hand, if the derailment is presumed to have been caused by a failing water main that later exploded in a torrent, or some other infrastructure neglect by the city, then CSX is likely to go after the already financially-strapped city to recoup its losses and expenses.

The fire has renewed public debate on the tunnel and the practice of hauling hazardous cargo through the city, although it is unlikely to have any real impact in the long run. The railroad has pointed to its excellent safety record in hauling hazardous materials, especially when compared to trucks. Any local effort to block such rail cargo will likely go nowhere, for the railroads have interstate-commerce protection, and many of the cargoes they carry are banned in trucks, or are prohibited in the highway tunnels under the harbor. Barring a major surprise, rail traffic through Baltimore should maintain the status quo.

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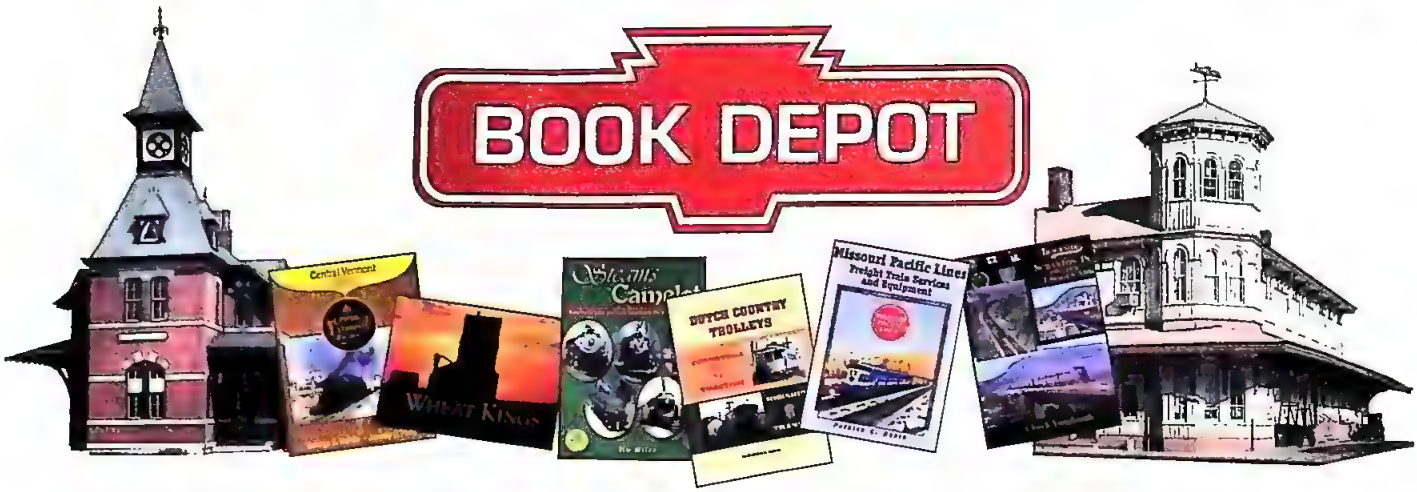
BOOK DEPOT



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On The Menu

News and detail on dining by rail — by JAMES D. PORTERFIELD

Expectations Exceeded

SATURDAY AFTERNOON, driving northwest on State Route 89 from Susanville, California, through the beautiful big-trees forest. Destination: McCloud, an historic, charming, unspoiled and now restored company-built lumber mill town founded in the 1880s. Nestled on the southern slope of stunning Mount Shasta, there to find the McCloud Railway and its *Shasta Sunset* dinner train. Verline Forbis, owner of the *Shasta Sunset*, is on the platform checking in arrivals and dispensing boarding passes. Jeff Forbis, whose McCloud Railway provides the motive power and right-of-way, offers a quick tour of the nearby shops, where the railroad's two steam locomotives are housed. Boarding time, 5:30 p.m., finds guests anxious to step aboard.

Entering, one is greeted by a perfect evocation of the wonderful dining cars built for the first class trains of the 1920s and '30s, finished in Philippine mahogany, with decorative touches carved by local artist Jess Hampton. Each table is fitted with a wooden bracket holding a vase of fresh flowers and salt and pepper shakers. Lighting is of brass fixtures and white glass shades, enhanced tonight by direct sunlight streaming across the room. Chairs and benches upholstered with a floral fabric emphasizing golds and burnt yellows, but with splashes of pink and purple that blend imperceptibly with the carpet. Windows treated with cream damask curtains trimmed with bridal lace. Decorative floral garlands run the length of the cars.

Launched in June 1996, with the dining car *Shasta*, joined in July by the *Siskiyou*, the first *Shasta Sunset* entertained 20 guests. The dining car *Lassen* was added in June 1997, and in early 1998, the *Trinity*, a dance car that can be converted into a chair car. Now the train typically runs with 200-plus passengers "We consider 220 a full train," Verline says, "but can handle 250." An open-air car to take in the scenery runs as weather permits. Tonight's meal is taken in the *Lassen*, a 1916 ex-Illinois Central coach which saw service on Amtrak, one of seven cars acquired from the *Purple Martin*. Innovative dining room floor plans offer traditional four-and-four seating, some as booths and others as tables with chairs; but also offer sections of six-and-two and four-and-two (handicapped-accessible) seating. Scattered throughout are tables for two, for three, and for five or six. There is a private dining room for ten or twelve in the *Siskiyou*, separated from the main dining area by etched glass.

The menu changes monthly. This night it features a basket of fresh baked whole grain, Asiago, and gravel (heavily seeded) breads accompanied by butter, and spice bread with an applesauce spread. For the appetizer, grilled prawns and Chef's own smoked salmon surrounding fresh fruit chutney. Next, a classic Caesar salad. Tonight's entrée selection includes Black Butte Beef Wellington, Raspberry Almond Chicken, Peppercorn Roasted Salmon, or Stuffed Roast Pork Loin. An extensive regional list of wines is offered by Head Wine Steward Kurt Kleinhans.

For dessert, while a *Shasta Sunset* Surprise tempts, it's the Decadent Turtle Cheesecake that has a story behind it. Verline, in a pinch for her son's senior trip bake sale auction, adapted a packaged cheesecake recipe. It fetched a bid of $110.00. The next year, although her son had graduated, she was invited to submit another one, which sold for $210.00. That recipe, including ribbons of melted caramel, chocolate, and toasted pecans, now rests before guests on the *Shasta Sunset*. Passing it up is your loss.

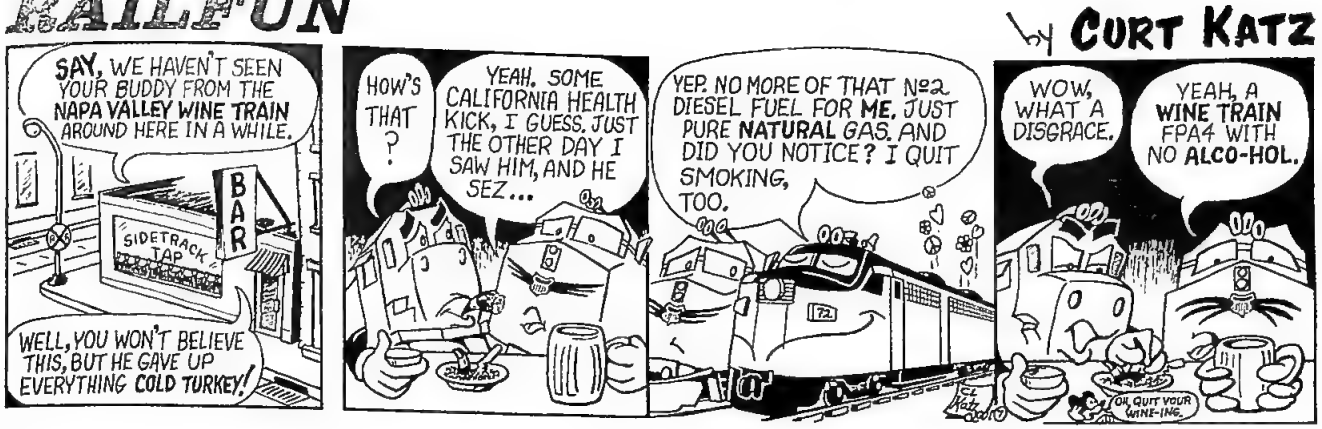
A kitchen car, where the meals are prepped to load and finish onboard, sits alongside the train at the station. It resembles a work camp car, but is actually built on a modern bulkhead flat car (one advantage of the proximity to the McCloud Railway shops). Two on-board kitchens can handle meals for 125 people each.

The meals are the creations of Executive Chef Edward Hines. Trained under Claude Keith of the Hotel de Anza in San Jose, Chef Hines worked his way up from sous chef, pantry chef, and pastry chef, to eventually own his own restaurant. When he joined the train in the spring of 1998, he brought nearly 35 years of culinary experience with him. He is aboard each run to insure quality and service, and to chat.

And then there's Mount Shasta. Considered by many the most magnificent volcano in the Cascades, it consists of two peaks rising more than 10,000 feet above the valley floor. The taller of the two, reaching 14,162 feet, is considered one of the Seven Sacred Mountains of the world. Where dinner trains are concerned, Mount Shasta is without a doubt the single best scene available. The excellence that graces every aspect of the *Shasta Sunset* operation — what results in a rider's expectations being exceeded — is clearly the result of Verline's determination. No effort has been spared to elicit a "Wow!" from each guest who boards the train.

The *Shasta Sunset* dinner train boards on Main Street in McCloud, California. Reservations and information: 800/733-2141 or 530/964-2142 or *wwwmctrain.com*. Trains board at 5:30 p.m. and depart at 6:00 p.m. Saturday only, January through March, Friday runs added April through December, with Thursday theme nights added May through mid-November. New Year's Eve was not sold out at deadline.

PLEASE SEND correspondence concerning ON THE MENU directly to James Porterfield, 763 Cricklewood Drive, State College, PA 16803.


RAILFUN
by CURT KATZ
SAY, WE HAVEN'T SEEN YOUR BUDDY FROM THE NAPA VALLEY WINE TRAIN AROUND HERE IN A WHILE.
BAR
SIDETRACK TAP
WELL, YOU WON'T BELIEVE THIS, BUT HE GAVE UP EVERYTHING COLD TURKEY!
HOW'S THAT?
YEAH, SOME CALIFORNIA HEALTH KICK, I GUESS. JUST THE OTHER DAY I SAW HIM, AND HE SEZ...
YEP. NO MORE OF THAT №2 DIESEL FUEL FOR ME. JUST PURE NATURAL GAS. AND DID YOU NOTICE? I QUIT SMOKING, TOO.
WOW, WHAT A DISGRACE.
YEAH, A WINE TRAIN FPA4 WITH NO ALCO-HOL.
OH, QUIT YOUR WINE-ING.

Videos

Reviews of new releases

SP&S 700 Homecoming Excursion

Goodheart Productions, P.O. Box 47131-R, Chicago, IL 60647; 800/482-1522; *www.esteamloco.com;* VHS; 52 minutes

If you want the best tape of this engine's recent run on home rails, this is the one to buy. One of the most classic 4-8-4s ever built, and by several measures the largest one running today, is Spokane, Portland & Seattle 700. This engine is a Memorex duplicate (except for oil versus coal firing) of the engines that started it all in 1938 — the A3 4-8-4s for the Northern Pacific, from whence the name "Northern" originated. After an eleven-year hiatus involving mechanical and organizational work, in April of this year No.700 was back at track speed along the Columbia River and up Providence Hill east of Pasco, Washington. Despite some misfortunes encountered on the four-day trip, there was enough high-speed running in spectacular scenery to produce an excellent tape. To ensure complete coverage, KOIN TV in Portland, which helicoptered the train up the river with a state-of-the-art gyro-mounted camera, was kind enough to allow Goodheart the use of their spectacular footage in this tape.

Starting at the Portland roundhouse, we move to Vancouver, Washington, load the passengers, and proceed with a vengeance through the morning rain eastward. Multiple camera crews trackside, plus the exclusive helicopter and cab footage, make for a fast-paced program of excellent runbys and scenes. Covered are many of the notable locations such as Cape Horn tunnel.

Shots from the helicopter, especially after the sun comes out, range from tight close-ups to sweeping vistas of cliffs and river, with some reflections to boot. This camera platform is the only way to do justice to the civil engineering of the line — tunnels, fills, curves, bridges. The helicopter had returned home by the time the runbys at Avery were made. East of Wishram, the high speed running continues, through cuts, over fills and always along the river.

Day two has us trackside for numerous fine and sunny runbys as the now ailing Northern struggles up Providence Hill. Limited video coverage continues as the train is pulled to Spokane behind a diesel and returns to Pasco with a diesel in tow, but the best is made of an unfortunate situation so the viewer gains an appreciation of the scope of the trip and the country through which the line runs. The video ends when the last day is annulled because of the derailment of the power car.

Except for a few historical views, all the visual and audio quality is very high with all sources digital. The helicopter footage is first-rate, despite some early-on water drops on the "lens." There are a couple of editing glitches here and there. Twice the narration is too flowery for my taste, but overall the narration is a comprehensive history of the line and the locomotive. Overall, this is the most comprehensive and competent tape produced on this four-day trip that I have seen. Fans of classic big steam running flat out, the Columbia River area, or the SP&S should buy a copy.

Most important, Goodheart Productions is donating $15.00 to the SP&S 700 repair fund from every copy of this tape sold, a practice that other producers of fan trip videos should consider. — *Tom Kelcec*

UP Trilogy

Pentrex, P.O. Box 94911, Pasadena, CA 91109-4911; 800/950-9333; *www.pentrex .com;* fax 626/793-3797; 65 minutes; VHS; $19.95 plus $4.00 shipping.

Here are three old public relations films produced by the Union Pacific and taken from the collection of the Union Pacific Historical Society. The film-to-tape transfer is excellent The last program, covering the "original" UP in the early '60s is my favorite.

Rivers of Steel (1984, 10 minutes)

This film was produced for Union Pacific's exhibit at the 1984 New Orleans World's Fair, so it is not aimed at railfans but rather the general public, with its short attention span and limited knowledge of railroading, With a hokey, stock footage beginning, this

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This tape features #18 departing the yard for the depot and run-bys at a dozen locations as the special travels to Burney, where we witness a drop plug failure. SD38 #36 comes to the rescue. The next day features #18 backing from the yard and departing the depot for a round trip special to Big Canyon. Seven run-bys, including the *switchback* at Signal Butte, are seen. Your journey ends as #18 heads back to the engine storage/shop bldg. 30 MIN. OF STEAM ACTION FOR ONLY $19.95 PLUS S/H.

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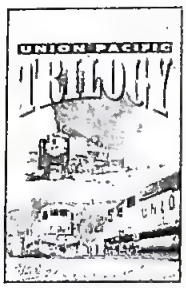


program quickly traces transportation from wagon and water to railroads, often with the theme of railroads running along rivers. Circa-1980 scenes of trains in the Feather River Canyon and along the Snake, Platte, Missouri, Mississippi, Arkansas and Red Rivers pre-dominate. The Great Salt Lake and Cajon Pass are also covered. UP's freight services and freight cars pre-dominate. You'll learn, "We Can Handle It," Union Pacific's company song, too.

Eighty Four Forty Four (1981, 11 minutes)

This is another short feature that highlights the middle years of the famous 4-8-4's life in fan trip and public relations service. There is some brief history of the engine class, aerial shots, cab ride footage, pacing, runbys and side rod-mounted camera shots. Geographically, we visit Cheyenne and Wyoming, Oregon and Louisiana en route to the World's Fair, plus points in between. Commentary by the engine crews is included, and of note is this quote: "Railfans are the main purpose of the trips [we run]." How times have changed.

Meet Uncle Pete (1963, 44 minutes)

The best part of "Union Pacific Trilogy" is this promotional film, which has numerous shots of first and second-generation diesels, a few gas turbines and a wide variety of general and special-purpose freight cars, which are shown in detail, and being loaded, as the Union Pacific's capabilities are reviewed. Also covered are locomotive repair shops and the work done there, early CTC dispatching, and many other functions of railroading in that era. We also ride a caboose and hear a lot about how other forms of transportation are subsidized as compared to the railroads. The scenes and runbys are plentiful, and include lots of fallen flag equipment, lumber trains, ore trains, various port and dock situations, early piggyback equipment, missile cars, Pacific Fruit Express reefers, A-B-B-A F units with plows, 1957 Chevys and on and on. This tape is a great time warp. The notable quote here is, "All we have for sale is service," which should be the order of the day for every current UP employee, also. — *TOM KELCEC*

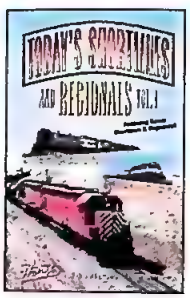
Today's Shortlines and Regionals Volume 1

Pentrex, P.O. Box 94911, Pasadena, CA 91109-4911; 800/950-9333; *www.pentrex.com;* fax 626/793-3797; 76 minutes; VHS; $29.95 each, plus $4.00 shipping.

Pentrex has produced several tapes cover-ing the Midwest. Here is their latest offering, showing seven regional railroads in Nebraska, Minnesota and Iowa. In a 76-minute tape, one can only expect broad coverage of these granger roads, and that's what we have — sometimes we follow just one train on one day, other times we cover a little more of the operation, such as shops and so forth. For each line visited, the maps and narration explain the corporate origins, traffic hauled, second-hand motive power

used (and its original owners) and routes operated, such as ex-Union Pacific, Burlington Northern, Milwaukee Road, or Rock Island. Technically, the footage ranges from good to very good. Had the videographer spent more time in each location, some better angles, lighting and more runbys might have been achieved. Some footage appears to have been shot in early spring, so the ground is brown. But the light is low and the consists are "normal," not double-stacks. Open field pans, regular runbys and occasional curves, grain elevators, and stations generate the imagery, as do weeds, sun, clouds and a little snow. If you are going to visit the area, by all means buy this tape to see what you're getting into. Modern short line fans might like this, since it's an area of the country not many of us are likely to see.

First, on the Nebraska Central (former Union Pacific), we follow a pair of very nicely painted red ex-D&RGW SD45s on a run from Columbus, then see the yard and shops at Gillette. On the Nebraska Northeastern (ex-BNSF), GP38s in a hodge-podge of colors power a grain train as we follow it eastbound towards Sioux City. The Iowa Northern (ex-Rock Island) is next, and its handsome maroon and maroon-and-gray units pull a train of grain hoppers for a bit, then they continue as a light engine move, which was a bit of a letdown. In Minnesota, the Dakota, Minnesota & Eastern (ex-C&NW), which runs from Wyoming all the way to Winona, Wisconsin, and which plans to build a new line to haul Powder River coal, provides us with two opportunities featuring their blue and yellow units: a freight and a three-car passenger extra powered by a GP38. A lot of time is spent at the Mankato depot before we get on the road. Dakota Rail is next, visited in 1999 and now extinct. Here a cute-ish EMD switcher pulls a few grain cars over bad track. On the Minnesota Commercial, their "newest" Alco is featured in sun and snow, but the locations are not superb, nor is the coverage very long. The former Milwaukee Road Twin Cities & Western is last. Chasing a westbound on the east end of the line, our three-unit, Caterpillar powered train has mostly ballast cars, and stops to drop rock here and there. When the work is done, the consist moves along at track speed, generating a few good runbys to end the tape. — TOM KELCEC



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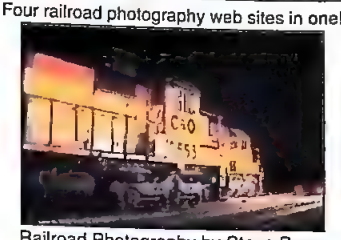

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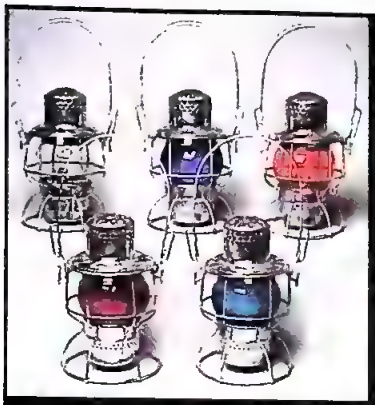

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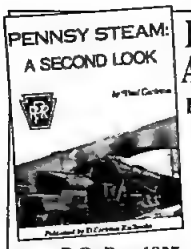

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Transit Currents

Light rail, transit and commuter rail news

Trinity Rail delayed

FORT WORTH'S END of the Trinity Railway Express has been delayed a year and may face more delays, according to information received from Tom Ruffin. The TRE now operates from Union Station in Dallas to Richland Hills in the general vicinity of Fort Worth. October 2001 was to see the completion of the operation from Richland Hills into the Fort Worth Intermodal Transportation Center and the Texas & Pacific stations, both in downtown Fort Worth.

Unfortunately, the present owner of a sliver of land along the eastern edge of downtown may delay the railroad's arriving at the Texas & Pacific station for awhile longer. The gentleman who owns three acres of land south of the Intermodal Transportation Center is claiming that the $1.2 million that the Fort Worth Transportation Authority offered him is insufficient and the land is worth $1.6 million. It appears that the train will be late getting to Fort Worth. Thanks again to Tom Ruffin.

Los Angeles region rail news

The Department of Transportation in the city of Los Angeles and the Metropolitan Transit Authority are both taking steps to increase the use of public transportation and reduce the pressure on the highways and improve the air quality of the L.A. area. To this end, new Metrolink commuter rail stations have been opened and older ones have been refurbished. Opening recently was the new Sun Valley Metrolink station, built by the city of Los Angeles. This marks the sixth station built in the city to serve Metrolink rail commuters.

The Chatsworth Intermodal Transit Center serves 16 daily Metrolink trains and three Amtrak trains. It is within the city of Los Angeles and is located in the northwest San Fernando Valley and is served by the Metrolink Ventura County rail line. There are 380 parking spaces and the station includes a child-care center. There are about 220 average daily boardings on Metrolink.

The Van Nuys Intermodal Transit Center is served by 16 daily Metrolink trains. It was built originally for Amtrak and was expanded to serve Metrolink in 1992. It has recently been upgraded. Sylmar/San Fernando is another new station. It is served by 20 Metrolink trains daily. At the Simi Valley station, which was built in 1992, there are renovations taking place to improve the comfort of passengers at the station; this includes extended platform canopies and wind screens.

With tires full of a foam substance instead of air to avoid punctures, a new group of special deputy sheriffs are on bike patrol along the Metrolink lines. This reflects the need for passengers to perceive that the use of the trains is safe.

An abandoned rail yard located between Chinatown and the Los Angeles River is to be purchased by a conservation group to be developed for parkland, schools and housing. The area is served by the Pasadena Blue Line LRT. The transit service will give many people access to the park for recreation purposes.

An 11,325-square-foot Los Angeles County transit museum is to be located in the historic Los Angeles Railway Company traction power substation. The substation is across Alameda Street from Los Angeles Union Station. The museum will be part of the El Pueblo de Los Angeles historical monument's $22 million renovation project.

As 2001 progressed, plans for the proposed eastside light rail corridor advanced, and while it is too early to say it is a sure thing, the situation appears bright. This line would run from Union Station through Boyle Heights to East Los Angeles and terminate at 3rd Street and Atlantic Boulevard. Additional service on Metrolink commuter rail lines and development of rapid bus lines, along with general countywide bus service improvements are also in the planning stage. Studies continue for light rail in Orange County, with interest being shown by the cities of Artesia, Serritos and Bellflower.

Dismayed at the crush of traffic on the parking lot called the Santa Monica Freeway, public support is beginning to grow for a rail line between downtown Los Angeles and Santa Monica. Called the Exposition Line, it would follow Exposition Boulevard. The proposed rail service would be 17.3 miles long and it has been a part of the MTA planning for a long time. The MTA already owns the right-of-way, which is an old Pacific Electric railway line. The proposed rail service makes sense because the west side of Los Angeles has the highest population and employment density of any place in southern California.

Who says people won't ride rail in southern California? In April, possibly due to sharp rises in gasoline prices, average weekday ridership on the Los Angeles Metro Red Line subway was 125,050. This is about double the boardings of the year prior to the extension to North Hollywood. Meanwhile, weekday bus boardings are up to 1,196,000, about 100,000 more than a year before. Thanks to John Allan Lee for the news.

New York Transit Museum at 25

The New York Transit Museum (130 Livingston Street, 9th Floor, Box E, Brooklyn, NY 11201; 718/694-5102) is celebrating its 25th anniversary. The museum has a collection of artifacts and public programs that should be of interest

PLEASE SEND any light rail, transit and commuter rail news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 825 E. 8th Street, Bloomington, IN 47408-3805.

by GEORGE M. SMERK

into Fort Worth

to any reader of this column. It sponsors city-wide participatory programs and tours as well as lectures and displays. For example, there are walking, rail and bus tours of various parts of the commuter rail, subway and bus services. There are also visits to the Danbury Railway Museum. One subway tour will investigate the architecture of the subway stations. More events are scheduled than we have room for in this column. If you live anywhere near New York, best reached by a quick train ride on Amtrak, NJ Transit, Metro-North, and the Long Island Rail Road, do consider joining the transit museum and be put on the list to be notified of the latest events.

Anchorage commuter rail

The Alaska Railroad is conducting research on what it would take to get commuters from the Matanuska and Susitna valleys to use the railroad and a commuter train to get to work in Anchorage. The research project would also try to find a way to pay for the service.

This is not a new idea in the Anchorage area, but the idea of commuter rail service was never seriously pursued because past studies showed it would not attract sufficient riders and that the service would not be of sufficient value to warrant the money needed to subsidize it. But change has come in this part of Alaska, and the population dwelling in Palmer and Wasilla and other parts have greatly increased since 1990. As the population in the valleys increases, the congestion during morning and evening commutes has also increased. Thanks to Eugene F. Devine for the news.

Leaders?

John Hanlon was kind enough to send me an editorial from the *Washington Post* of January 31, 2001. It makes a point of saying there is a big bill to pay to bring the Washington Metro system and the National Capital Region's highway system (and just about everything else involved in transportation) up to snuff and to expand them as needed. The *Post* notes that the Washington Metropolitan Area Transit Authority needs at least $9.8 billion between now and 2020 to maintain the buses, rail cars, tracks and stations, plus another $2.5 billion for more buses, rail cars and parking. There is no $12 billion in the budget pipeline. Where is the leadership, the *Post* wants to know.

How many states and how many cities have faced up to the truth? Anything that man creates will eventually need maintenance and rehabilitation and replacement. Of course, the so-called leaders don't want to raise taxes. Instead they vote for more gambling boats so that gamblers — often unable to afford it — will take chances with their money and thus help fill the states' coffers. Gambling is a terrible way to fund transportation, education or anything else. Where are the leaders? Where is a public that demands that government put money in those things that are under government's aegis, and where is the public willingness to pay for projects that benefit the whole public? Thanks to John Hanlon for the reminder.

Flashes

In Chicago, **METRA** is exploring the idea of running express trains on the route that operates between Joliet and Chicago. The express trains would probably also stop at New Lenox and Mokena. Thanks to Steve Scalzo for the information.

There has been talk in **INDIANAPOLIS** about a light rail line from the north and east, beginning at Fishers and Noblesville and roughly paralleling Interstate 69. More recently Indianapolis Mayor Bart Peterson, State Senator Luke Kenley (a Republican from Noblesville) and State Transportation Commissioner Cristine Klika are members of the committee that will decide whether and how light rail can serve the area. Apparently the first rail line would be built from downtown Indianapolis to the soon-to-be- expanded Indianapolis Airport.

The **ORANGE EMPIRE RAILROAD MUSEUM** (P.O. Box 548, Perris, CA 92572-0548) is using a Computer Aided Maintenance System. The aim of CAMS is to reduce reliance on many sheets of paper. It also would help the maintenance crews maintain proficiency and expedite repairs. It has been extensively used to keep track of repairs and maintenance on the museum's locomotives. By the way, the Orange Empire Museum is collecting donations to help in the repair of the traction motor support bearings on Pacific Electric No.418.

While thinking of museums, the **ROCKHILL TROLLEY MUSEUM,** operated by Railways to Yesterday, Inc., has a collection of the china that was used in the Lehigh Valley Transit private car No.999. This car was built by the Lehigh Valley Transit Company in 1914 and then was rebuilt into car No.812 in 1921. China was used in this private car and a number of pieces have now found their way to the Rockhill Museum, thanks to Mr. Franklin Balliet.

Doug Barron sends information that the **MASSACHUSETTS BAY TRANSPORTATION AUTHORITY,** which serves Boston, has not been all that successful in auctioning off naming rights to some of the busiest subway stations on its lines. The stations in question were Downtown Crossing, Back Bay, Sullivan Square, and South Station. Reception has been mixed, although there appears to be more negative than positive criticism.

Douglas I. Duncan wrote that in **PORTLAND, OREGON,** the Oregon Health Sciences University is exploring the construction of an aerial tramway to run up to the campus on Marquam Hill. There are those in favor of it and those opposed to it, but it is still an interesting idea. The aerial tramway would be similar to those used in Switzerland. The service would connect with the new Portland Streetcar that serves downtown Portland, as well as with Tri-Met bus service.

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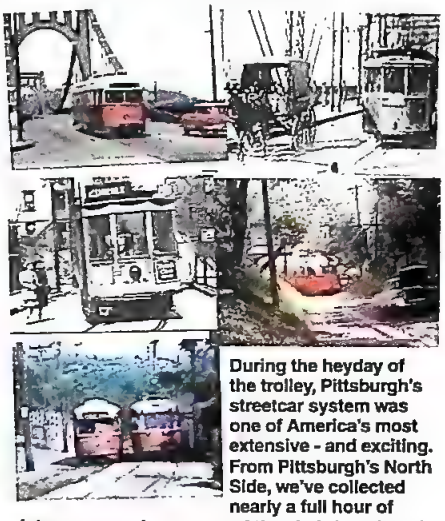

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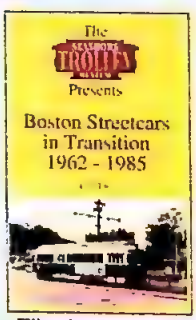

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Lineside Legacy

Preservation and restoration news

by JEFF TERRY

Steam Preservation News

Shasta Cascade Rail Preservation Society

This new group in Redding, California is working to acquire and restore a standard gauge 2-6-2T, the sole surviving steam locomotive of those that worked the mines of Shasta County. The Society is raising funds to buy the engine from its current owners, at which time it will be moved to Redding for restoration and possible operation. Eventually the 2-6-2T will become the centerpiece exhibit of a three-acre railroad park and museum in downtown Redding. The goal of the SCRPS is to preserve the heritage of Northern California's railroads, logging and mining industries, and to open a museum and tourist railway.

The 2-6-2T is former Sacramento Valley & Eastern No.2. The SV&E was a 14-mile mining railway owned by General Electric, built to serve the copper mines between Pitt and Bully Hill, California. The road initially leased a Southern Pacific 4-4-0, but in 1908 ordered a new 2-6-2T from Baldwin (builder's No.32651), which was delivered late that year and assigned the number 2. The 2-6-2T was used daily until 1910 to haul gold, silver and copper produced at the DeLamar smelter. When fumes from the smelter began to damage a nearby national forest, production was scaled back and the engine was seldom used. In 1927, the smelter closed for good and No.2 was stored.

Reportedly, No.2 sat idle from 1927 until 1942, when it was acquired by the Hyman-Michaels Company of South San Francisco, which overhauled the engine and leased it to the General Engineering Corporation for a construction project in Nevada. By 1945 the engine returned to California, and in 1946 it was retired and sent to the M. Davidson Company scrap yard in Stockton for dismantling.

Amazingly, No.2 was not cut up, and for three decades it sat completely intact inside the scrap yard beside a three-truck Shay and an 0-6-0. In April 1969 the three locomotives were donated to the Wasatch Mountain Railway for use on the Heber Creeper tourist line in Utah, moved there on flat cars. Considered too small to pull passenger trains, No.2 spent much of the 1970s as a display in the Heber City yard. In 1979, inspections of the boiler and running gear revealed that No.2 was in the best condition (and had the best boiler) of all the steam locomotives on the property, and was a prime candidate for a return to service. After minor repairs, No.2 was steamed up for the first time in 25 years, and an old Rayonier tender was coupled

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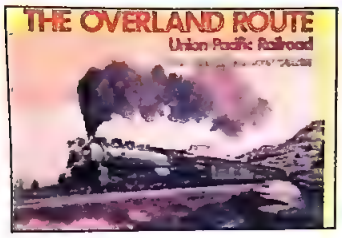

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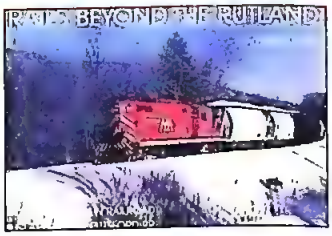

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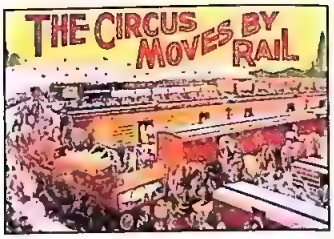

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behind it to increase fuel capacity. No.2 made one test run, but ran out of water less than halfway through the trip. It was never fired up again and spent the rest of its time in Utah as a static display.

The Heber Creeper closed down in 1989, and No.2 was subsequently acquired by the Nevada State Railroad Museum; since 1993 it has been stored near Henderson, Nevada, along with most of the former Creeper locomotives and cars. The engine was recently offered to the SCRPS for $45,000 because it does not fit into the Nevada State Railroad Museum's plans for a museum at Boulder City. The SCRPS estimates another $5000 will be needed to move it to Redding, and a fund drive is under way to raise money for the purchase and move. Other SCRPS projects include the restoration of a McCloud Lumber Company four-wheel caboose (home-built around 1940) and an ex-Dardanelle & Russellville baggage car acquired from Short Line Enterprises. The group also owns a rare Southern Pacific three-dome tank car. If you would like to contribute to the No.2 fund or join, write to: Shasta Cascade Rail Preservation Society, P.O. Box 939, Palo Cedro, CA 96073-0939, or consult the group's web site at *www.scrps.com*. THANKS TO HART RUMBOLZ AND THE SCRPS

WP&YR No. 69 and the Stuhr Museum

It all started in May 2001, when the Grand Island, Nebraska-based Stuhr Museum of the Prairie Pioneer announced that their former White Pass & Yukon Route 2-8-0 No.69, one of several steamers from the Alaska three-foot gauge line which now reside in the lower 48, was going back to the White Pass in exchange for three sets of narrow gauge passenger trucks, ending all hope that the engine, which became a fixture at Stuhr in the 1970s and '80s, would run at the museum again. The trade has sparked a great deal of controversy among railfans and historians; many feel the 2-8-0 should return home to the White Pass where it once worked, while others want it to remain in Nebraska to again pull tourist trains.

No.69 was built by Baldwin in 1908, and was intended for use in helper service on the WP&YR's steep grades between Skagway and the summit of White Pass. Larger than most narrow-gauge Consolidations, it and sister No.68 were among the heaviest three-foot-gauge 2-8-0s ever built (they tipped the scales at 67 tons). No.68 was destroyed in 1917, but No. 69 was used by the railroad until 1954, when it was retired and stored at the shops in Skagway.

A few years later, the Black Hills Central acquired No.69 and shipped it to Hill City, South Dakota. BHC operated it in tourist service from 1957-'64 before selling it to a North Platte, Nebraska, tourist line known as the Nebraska Midland, which overhauled and ran the 2-8-0 from 1973-'74 near the William Cody (Buffalo Bill) homestead museum. Regrettably, problems with local landowners forced the Nebraska Midland to close down just two years after it opened.

A savior for the entire operation was found nearby at the Stuhr Museum of the Prairie Pioneer, a recreated 1890s pioneer town just outside of Grand Island. Using funds donated by local citizens, the museum purchased No.69 along with an assortment of narrow gauge cars, rails, ties, and

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• **COVER ONE CONTEST:** Take a look at the winning entry and a selection of runners-up of R&R's annual photo contest. From the hundreds of images we received, you'll see the eleven prize-winners.

• **"CHIAN," 1971:** Eager to experience the legendary Union Pacific main line through Wyoming, college student Walt Lankenau rode Amtrak's colorful *San Francisco Zephyr* from Denver to Cheyenne over the Thanksgiving holiday with a Pentax full of Kodachrome II. (Postponed from the November issue, but now he's found all his slides.)

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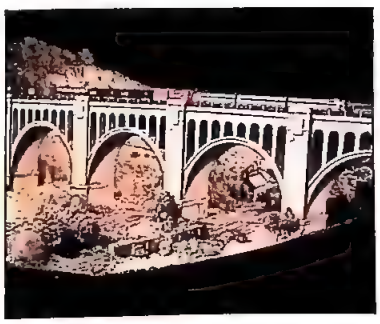

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accessories in 1975, and laid over a mile track. The 2-8-0 first operated on the new Nebraska Midland in 1976, pulling a train of open air cars and wooden coaches. Stuhr maintained the engine in good shape for many years, and a good deal of work was done during the 1970s and 1980s to keep it up and running. Most recently, in 1986 it received new tires and repairs to the running gear, and in 1987 the boiler was overhauled. But serious problems arose, and since the early 1990s the 2-8-0 has been stored, mostly dismantled, waiting for repairs that were too costly for the museum.

In the decade that has passed since No.69 last steamed, several proposals for getting the train up and running again have come and gone, but to date none have come to fruition. This can be attributed in part to the former director of the Stuhr Museum, Sandi Yoder, who did not care for the steam train and actively blocked any chance of it running again while she was in charge. Earlier this year Stuhr's board of directors, led by new executive director Fred Gross, faced the difficult decision of what to do with the now-dormant railroad collection.

Over the years the Grand Island community has developed a deep emotional attachment to the Nebraska Midland, although much of the rolling stock (and especially No.69) have no ties to the Midwest, and don't really fit into Stuhr's mission statement. In fact only a few pieces of standard gauge equipment, all of which have never operated at the museum, have roots in Nebraska.

Members of the Great Plains Chapter, NRHS and the Tri-City Model Railroad Association, along with hundreds citizens in the community, have expressed their desire that No.69 be retained by Stuhr and fully restored. They have even hired their own consultant to assess the condition of the 2-8-0, and have proposed fund drives and other means to get the train up and running. But Stuhr has reiterated that one of the problems with keeping the Consolidation in Nebraska is the cost of getting it operational again (estimates have ranged from $120,000 to $500,000) plus ongoing maintenance once it is running, and also getting the track back into shape (estimated to be at least $75,000). It is also very likely that the passenger equipment, unused in over a decade, would also need refurbishing. These factors contributed to the decision to send the engine home to Alaska.

In exchange for No.69, the museum will receive three sets of narrow gauge passenger car trucks from WP&YR. These will be used to restore and rebuild several wooden passenger cars in the collection, chiefly Colorado & Southern baggage car No.104 and Florence & Cripple Creek coach No.65, both of which date from the late 1800s. The enginehouse, which currently holds No.69, will be converted into a restoration shop for this work. During 2002, the museum plans to cosmetically restore three standard gauge items including former Union Pacific 2-8-0 No.437 and a wooden UP caboose, which will be moved from their longtime display site in Stuhr's Railroad Town to a location near the main building.

Stuhr's board of directors has publicly stated that they are not opposed to an operating railroad returning to the museum. In fact, they plan to repair the existing track and turntable, and will pursue the purchase of a smaller narrow gauge steam locomotive (or possibly a replica, such as a Crown 4-4-0) to operate over the Nebraska Midland trackage. Many opponents of the White Pass trade doubt that an authentic engine can be found that is both affordable and restorable if the museum gives up No.69.

Not heard from much during all of this is the White Pass & Yukon Route, which is understandably thrilled that one of their original narrow-gauge engines will be returning home. At this writing, WP&YR representatives were to inspect No.69 before the deal is finalized. After that, the engine will be shipped to Alaska and restored for operation if possible.

International Winter Steam Team

The Heber Valley Railroad and the Nevada Northern Railway have joined forces for the 2002 Winter Olympic Games, forming the International Winter Steam Team. This coming February, the 2002 Winter Olympic cross country and biathlon events will take place along the Heber Valley's route at Soldier Hollow, Utah. The railroad is playing a major role by moving passengers in and out of the area during the games. To help out Heber's ex-Union Pacific 2-8-0 No.618 and Great Western 2-8-0 No.75, the Nevada Northern is sending 2-8-0 No.93 along with two passenger coaches from Ely. If all goes well, a triple-header with all three engines is planned. — THANKS TO JOHN RIMMASCH

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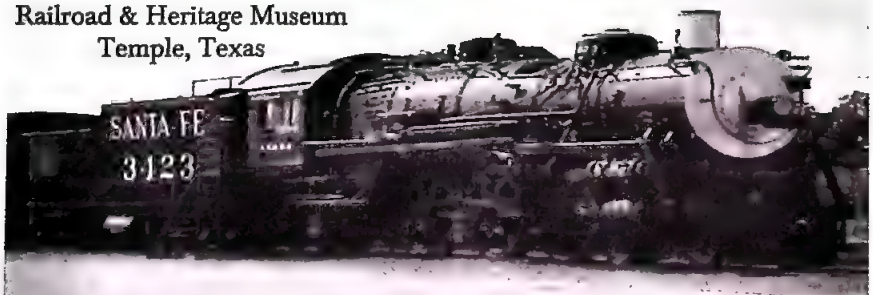

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Summerail 2001

THE CINCINNATI RAILROAD CLUB and the Miami Valley Railfans hosted the 2001 edition of Summerail at CUT on August 4th, prompting me to make my annual trek to Ohio. I made my way west and met up with Brad McClelland for dinner at Price Hill Chili (my first Cincinnati-style chili in almost a year) before heading over to Cincinnati Union Terminal.

The Summerail weekend traditionally kicks off with the Cincinnati Railroad Club's regular August meeting, held the Thursday night before Summerail, and I had the privelege of presenting a show at the meeting. Richard Osterhaus is the program chairman for the CRRC, and it was his invitation to me to present a show in 1998 that prompted my first trip to Summerail. If you can get to next year's event a few days early, I'm sure Richard will have another quality show lined up.

When I arrived at Tower A in CUT (now the meeting room of the CRRC), I was greeted by club president Willie Davis who promptly put a bottle of Ale-8-One in my hand. Ale-8 is a local ginger-type soda made in Winchester, Kentucky, and only available locally. At Summerail last year I got addicted to the stuff, and Willie remembered my MARKERS commentary of bringing home 80 cans and bottles, and I appreciated his generosity.

Friday was spent with Mike Biehn and Brad McClelland railfanning along the ex-L&N Short Line between Cincinnati and Louisville. The weather was oppressively hot and hazy, but we had a good time and bagged several trains before heading back into Cincinnati for what has become another Summerail tradition — Friday night dinner at Camp Washington Chili. After a great meal, it was back to Tower A for more slides.

Saturday was the big day, and Summerail started with the opening of the railroadiana show at 10:00 a.m. At 11:00 Gib Yungblut presented his annual showing of his program on *The History of Cincinnati Union Terminal.* In the past this was presented during the dinner break, forcing attendees to decide whether to see the show or get some dinner. By moving Gib's show to the morning, folks had time to peruse the railroadiana show, see the slide show and still have an hour for lunch or more shopping.

The unofficial theme of Summerail seemed to be "looking back," as many presenters focused on favorite railroads or favorite scenes from their years of railfanning. Leading off was Jerry Pyfer with *Nothing's Gonna Change My World,* a look at the Milwaukee Road in northern Illinois and southern Wisconsin between 1971 and 1978. Jerry's show got off to a great start as he used the song "Always Somthing There to Remind Me" by Naked Eyes as he showed remnants of the Milwaukee — it was a perfect song/image match.

Hitchin' A Ride by Dennis Nehrenz was next, which focused on various people-moving operations around the United States, starting with light rail and commuter operations and finishing with the *Rio Grande Zephyr,* the *Canadian* and the Rio Grande *Ski Train.* Steve Forrest then presented *We May Never Pass This Way Again,* covering many of the rail subjects he's seen and photographed over the last 30 years. It was then off to south of the equator with Dale Brown's *Trenes de Sudamerica — A Glimpse at Railroading in South America,* which was heavy on steam. Another photographic retrospective followed, as Brian Carlson showed some Midwestern scenes he's taken in his short railfanning career in *My Life.* The last show before dinner was Ron Spiga's *Goin' Out in Style — C&NW in the Early '90s,* looking at the Chicago & North Western just before its assimilation into the Union Pacific.

Following dinner (more Cincinnati chili) Scott Snell presented *A Grande Quarter Century,* with scenes Scott has photographed along the Rio Grande since 1976. Ron Flanary focused on five subjects (including a celebration of cloudy day shots) in *Flanged Wheels in Five Movements.* Lance Wales then showed *My Midwest,*

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which not only focused on railroads but on the farming way of life. The Southern was the next railroad to be in the spotlight with Mark Demaline's *Southern Served the South,* a nearly system-wide view covering the 1970s until the merger into Norfolk Southern. A short program called *Images of Alaska* by Joe Biancke was next, with grand photos of the 49th State. Having just visited Alaska, this show made me want to get back there all the more (once you visit Alaska you simply fall in love with the place). Summerail at CUT wrapped up with Mark Perri's *Movin' On, Movin' Out,* featuring passenger trains from the *Auto Train* to the Cuyahoga Valley Scenic Railroad to the West Virginia Northern. All in all, it was a very enjoyable day.

Cincinnati is a good city for railfanning, and the days just prior to Summerail can be spent seeing a lot of rail action before settling in for slides on Thursday and Friday nights. Mark your calendars now for the first weekend in August 2002, and come out for a few days of good slides and good camraderie (not to mention Ale-8 and Cincinnati-style chili). — *S.B.*

Where's the Cheyenne story?

Walt Lankenau's story on his 1971 trip to Cheyenne, promised in our "Coming Next Month" box last issue, was pushed back to the December 2001 issue to make room for two important news stories in this issue — Alexander D. Mitchell IV's story on the Baltimore tunnel fire and Tom Kelcec's report on Soo Line Pacific No.2719.

Steve

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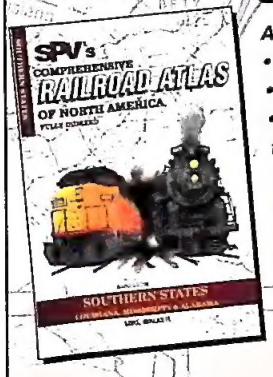

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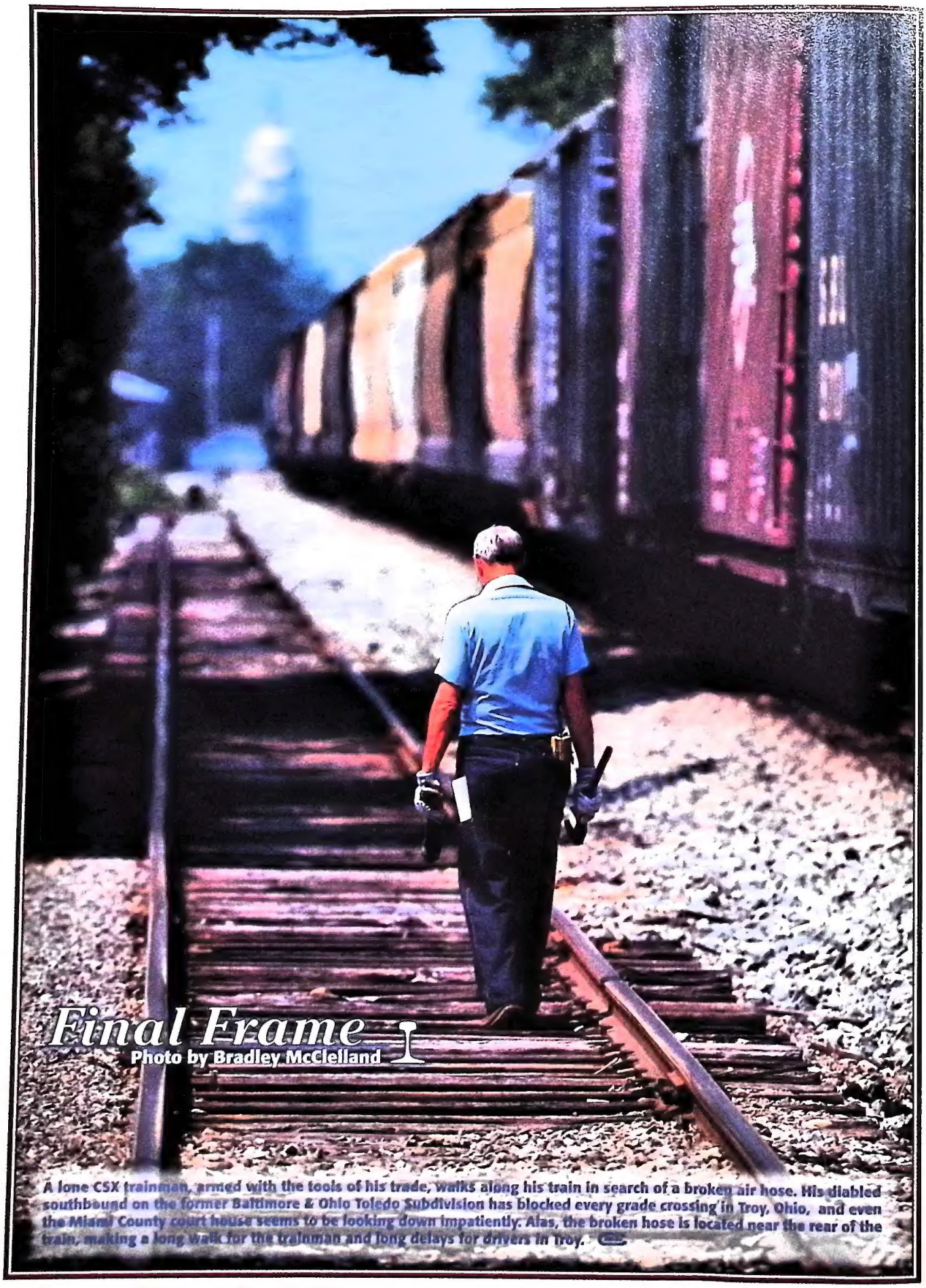

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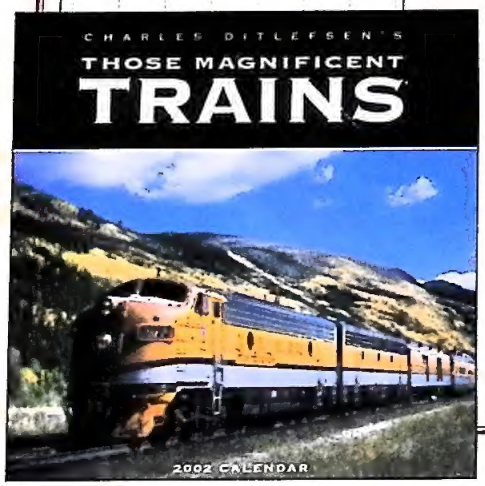

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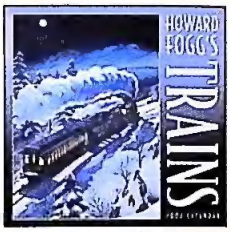

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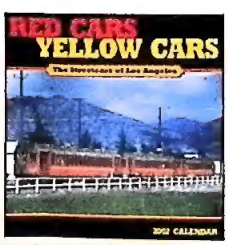

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